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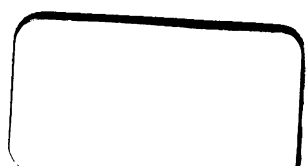
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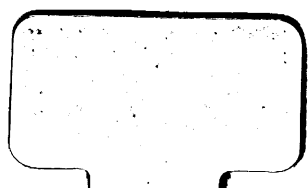
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California. Public Utilities Commission #130

SEVENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

FOR THE

YEAR ENDING DECEMBER 31, 1886.



SACRAMENTO:

STATE OFFICE.....P. L. SHOAFF, SUPT. STATE PRINTING.

1887.



MEMBERS OF THE BOARD

G. J. CARPENTER, First District.....Placerville, El Dorado County.
W. P. HUMPHREYS, Second District.....San Francisco.
W. W. FOOTE, Third District.....Oakland, Alameda County.

OFFICERS.

STAFFORD H. PARKER.....Secretary.
J. P. CARROLL.....Bailliff.
C. J. MURPHY.....Stenographer.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS:

No. 14 Dupont Street.....San Francisco.

SUBJECT INDEX.

	PAGE.
Powers and duties of Railroad Commissioners, as defined by the Constitution.....	7
Individual records not deemed proper subject-matters for reports.....	7
Standing orders, and rules of evidence and decision.....	7
Orders, correspondence, and proceedings of the Commission for the year 1886.....	10-23
Citation upon W. A. Bissell to report in behalf of the Atlantic and Pacific Railroad Company, commented upon.....	23
The governing principle that men shall mind their own business.....	23
Commission regarded all complaints made in good faith.....	23
Rumored railroad outrages.....	23
The so called railroad problem.....	24
The proposed sponging rebate on national subsidies.....	25
Theoretical truisms and practical facts.....	25
The Central Pacific Company—its purposes and enemies.....	26
Ad captandum appeals denounced.....	26
Right of way by gift, purchase, or condemnation.....	26
Right of eminent domain not a wrong.....	27
An extraordinary occasion for alarm.....	27
Ownership and control of railroads.....	28
Constitutional and statutory provisions.....	28
Time and circumstances of their adoption.....	28
The congenital characteristics of the Commission.....	29
Reasons for ignoring its recommendations.....	29
Advisory powers not desired by spoilsmen.....	29
The Commission, as its dictators would have it.....	30
Considered as it is; its European prototype.....	31
Bureaucratic railroad management not a success.....	31
Bureaucratic and corporate control in British India; a contrast.....	31
An eccentric mistake; remedial measures.....	32
Builders and owners should operate railroads.....	33
Theory and practice of the Commission.....	33
Constituents of service illustrated in connection with train, ton, and passenger miles.....	33
Equal mileage rates; short and long hauls.....	34
False theories tested by known conditions, and inevitable results.....	34
Self-executing laws of trade and commerce.....	35
Results of their operation brought home.....	35
Conditions of operation as inducements to construction.....	36
Reproduction of railroad plant not enough.....	36
A condition of arrested development; its cause.....	36
Hopes deferred more than realized.....	37
Manifest destiny of Northern California.....	37
"The mills of the gods".....	38
Some apparent disrespect for shamers and pretenders.....	38
Conclusion.....	39

APPENDIX.

	PAGE.
Exhibit A—Number of meetings held by the Commission	43-45
Exhibit B—Financial statement for the year 1886.....	46
Exhibit C—Detailed statement of miles of trunk and branch lines operated by the Southern Pacific Company in California.....	46-48
Exhibit D—Synopsis of returns, showing volume of business, charges for fare and freight, etc.....	48-51
Exhibit E—Reprint of correspondence and orders relating to continuing controversy with Atlantic and Pacific Railroad Company.....	51-60
Annual reports of railroad companies in State, in extenso	1-385

REPORT OF COMMISSION.

BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF CALIFORNIA, AT OFFICE IN THE
CITY OF SAN FRANCISCO, December 31, 1886. }

To his Excellency GEORGE STONEMAN, Governor of the State of California :

SIR: The Constitution creates a Railroad Commission, consisting of three members. It prescribes the number competent to do or sanction any act, as follows: "And the act of a majority of said Commission shall be deemed the act of said Commission." (Constitution, Art. 12, Sec. 22.) Again, in the same section, and referring to the said clause, is the requirement to "report to the Governor, annually, their proceedings, and such other facts as may be deemed important." This section of the Constitution declares and defines the powers and duties of Railroad Commissioners in the State, and what it says is so, and will continue to be as prescribed, unless revised or repealed, time without end. From the clauses cited, it is clear that acts done and sanctioned by the requisite number of Commissioners, in their collective capacity, as the Commission, are to be reported. As the requirement is expressly limited to "their proceedings and such other facts as may be deemed important," we are left to do our own deeming, and do not deem our individual records to be the proper subject-matters of a report, or of the slightest official importance.

STANDING ORDERS AND RULES OF EVIDENCE AND DECISION.

That this report may subserve its proper uses and purposes, we have compiled the standing orders and rules of evidence and decision, which are scattered through the records of our administration. They relate almost entirely to the organization, modes of procedure, and systematic working methods of the office, and without regard to their individual authorship, are the acts of the Commission. We found the office without them, and leave them for what they are worth to our successors, in the order of their adoption, and in a convenient form for reference. In this connection and for the purpose stated, Article 12 of the Constitution, and the organic Act of 1880, are introduced, with due precedence, as follows:

[From the Constitution of the State of California.]

ARTICLE XII.

CORPORATIONS.

SECTION 17. All railroad, canal, and other transportation companies are declared to be common carriers, and subject to legislative control. Any association or corporation, organized for the purpose, under the laws of this State, shall have the right to connect at the State line with railroads of other States. Every railroad company shall have the right with its road to intersect, connect with, or cross any other railroad, and shall receive and transport each the other's passengers, tonnage, and cars, without delay or discrimination.

SEC. 18. No President, Director, officer, agent, or employé of any railroad or canal company shall be interested, directly or indirectly, in the furnishing of material or supplies to such company, nor in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company, except such interest in the business of transportation as lawfully flows from the ownership of stock therein.

SEC. 19. No railroad or other transportation company shall grant free passes, or passes or tickets at a discount, to any person holding any office of honor, trust, or profit in this State; and the acceptance of any such pass or ticket, by a member of the Legislature or any public officer, other than Railroad Commissioner, shall work a forfeiture of his office.

SEC. 20. No railroad company or other common carrier shall combine or make any contract with the owners of any vessel that leaves port or makes port in this State, or with any common carrier, by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying. And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights.

SEC. 21. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this State, or coming from or going to any other State. Persons and property transported over any railroad, or by any other transportation company or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation of persons and property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates.

SEC. 22. The State shall be divided into three districts as nearly equal in population as practicable, in each of which one Railroad Commissioner shall be elected by the qualified electors thereof at the regular gubernatorial elections, whose salary shall be fixed by law, and whose term of office shall be four years, commencing on the first Monday after the first day of January next succeeding their election. Said Commissioners shall be qualified electors of this State and of the district from which they are elected, and shall not be interested in any railroad corporation, or other transportation company, as stockholder, creditor, agent, attorney, or employé; and the act of a majority of said Commissioners shall be deemed the act of said Commission. Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates as shall be established by such Commissioners, or shall charge rates in excess thereof, or shall fail to keep their accounts in accordance with the system prescribed by the Commission, shall be fined not exceeding twenty thousand dollars for each offense; and every officer, agent, or employé of any such corporation or company, who shall demand or receive rates in excess thereof, or who shall in any manner violate the provisions of this section, shall be fined not exceeding five thousand dollars, or be imprisoned in the county jail not exceeding one year. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable, and in any action against such corporation or company for damages sustained by charging excessive rates, the plaintiff, in addition to the actual damage, may, in the discretion of the Judge or jury, recover exemplary damages. Said Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important. Nothing in this section shall prevent individuals from maintaining actions against any of such companies. The Legislature may, in addition to any penalties herein prescribed, enforce this article by forfeiture of charter or otherwise, and may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing section. The Legislature shall have power, by a two-thirds vote of all the members elected to each house, to remove any one or more of said Commissioners from office, for dereliction of duty, or corruption, or incompetency; and whenever, from any cause, a vacancy in office shall occur in said Commission, the Governor shall fill the same by the appointment of a qualified person thereto, who shall hold office for the residue of the unexpired term, and until his successor shall have been elected and qualified.

CHAPTER LIX.

An Act to organize and define the powers of the Board of Railroad Commissioners.

[Approved April 15, 1880.]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The three persons elected Railroad Commissioners, pursuant to the provisions of section twenty-two of article twelve of the Constitution of this State, constitute, and shall be known and designated as the "Board of Railroad Commissioners of the State of California." They shall have power to elect one of their number President of said Board, to appoint a Secretary, to appoint a Bailiff, who shall perform the duties of Janitor; also to employ a Stenographer, whenever they may deem it expedient.

SEC. 2. The salary of each Commissioner shall be four thousand dollars per annum; the salary of the Secretary shall be twenty-four hundred dollars per annum; the salary of the Bailiff shall be twelve hundred dollars per annum, such salaries to be paid by the State of California in the same manner as the salaries of State officers are paid. The Stenographer shall receive a reasonable compensation for his services, the amount to be fixed by the State Board of Examiners, and paid by the State. Said Commissioners and the persons in their official employment, when traveling in the performance of their official duties, shall have their traveling expenses other than transportation paid, the amounts to be passed on by the State Board of Examiners, and paid by the State. Said Board of Railroad Commissioners shall be allowed one hundred dollars per month for office rent, and fifty dollars per month for fuel, lights, postage, expressage, subscriptions to publications upon the subject of transportation, and other incidental expenses, to be paid by the State; *provided*, all moneys remaining unexpended at the expiration of each fiscal year shall be returned to the State Treasury. Said Board is further authorized to expend not to exceed four hundred dollars for office furniture and fixtures, to be paid by the State. The State shall furnish said Board with all necessary stationery and printing, upon requisitions signed by the President of said Board.

SEC. 3. Said Commissioners, and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass free of charge on all railroads, steamers, ships, vessels, and boats, and on all vehicles employed in or by any railroad or other transportation company engaged in the transportation of freight and passengers within this State.

SEC. 4. It shall be the duty of the Attorney-General, and the District Attorney in every county, on request of said Board, to institute and prosecute, and to appear and to defend, for said Board, in any and all suits and proceedings which they or either of them shall be requested by said Board to institute and prosecute, and to appear in all suits and proceedings to which the Board is a party, shall have precedence over all other business except criminal business; *provided*, that said Board shall have the power to employ additional counsel to assist said Attorney-General, or said District Attorney, or otherwise, when, in their judgment, the exigencies of the case may so require. The fees and expenses of said additional counsel to be determined by the State Board of Examiners, and paid by the State.

SEC. 5. The office of said Board shall be in the City of San Francisco. Said office shall always be open (legal holidays and non-judicial days excepted). The Board shall hold its sessions at least once a month in said City of San Francisco and at such other times and such other places within this State as may be expedient. The sessions of said Board shall be public, and when held at a place other than the office in the City of San Francisco, notice thereof shall be published once a week for two successive weeks before the commencement of such session, in a newspaper published in the county where such session is to be held; and if no newspaper is published in such county, then in a newspaper published in an adjacent county. Such publication to be paid by the State, in the manner as other publications authorized by law are paid.

SEC. 6. The Board shall have a seal, to be devised by its members, or a majority thereof. Such seal shall have the following inscription surrounding it: "Railroad Commission, State of California." The seal shall be affixed only to, first, writs; second, authentications of a copy of a record or other proceeding, or copy of a document on file in the office of said Commission.

SEC. 7. The process issued by said Board shall extend to all parts of the State. The Board shall have power to issue writs of summons and of subpoena in like manner as Courts of record. The summons shall direct the defendant to appear and answer within fifteen days from the day of service. The necessary process issued by the Board may be served in any county in this State by the Bailiff of the Board, or by any person authorized to serve process of Courts of record.

SEC. 8. The Secretary of said Board shall issue all process and notices required to be issued, and do and perform such other duties as the Board may prescribe. The Bailiff shall preserve order during the sessions of said Board, and shall have authority to make arrests for disturbances. He shall also have authority, and it shall be his duty, to serve all process, orders, and notices issued by said Board when directed by the President, and make return of the same.

SEC. 9. All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decisions shall be

stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved.

SEC. 10. Whenever the Board shall render any decision within the purview and pursuant to the authority vested in said Board by section twenty-two, of article twelve, of the Constitution, said Board, or the person, copartnership, company, or corporation making the complaint upon which such decision was rendered, is authorized to sue upon such decision in any Court of competent jurisdiction in this State.

SEC. 11. Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the provisions of the Constitution, said Board shall serve a printed schedule of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause copies of the same to be posted in all its offices, station houses, warehouses, and landing offices affected by such rates, or change of rates, in such manner as to be accessible to public inspection during usual business hours. Said Board shall also make such further publication thereof as they shall deem proper and necessary for the public good. If the party to be served, as hereinbefore provided, be a corporation, such service may be made upon the President, Vice-President, Secretary, or Managing Agent thereof, and if a copartnership, upon any partner thereof. The rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect on the twentieth day after service of said schedule of rates, or changes in rates, upon the person, copartnership, company, or corporation affected thereby, as hereinbefore provided.

SEC. 12. When jurisdiction is, by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect are also conferred on said Board, and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceeding be not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the Constitution.

SEC. 13. The said Board shall, immediately after entering upon the performance of its duties, demand and receive from the Transportation Commissioner, appointed under an Act approved April first, eighteen hundred and seventy-eight, section nine, chapter one, all public property belonging to the office of said Transportation Commissioner, in his possession, or under his control, and it is hereby made his duty to deliver the same to the said Board.

SEC. 14. The term "transportation companies" shall be deemed to mean and include:

First—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter, in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

SEC. 15. The salaries of the Commissioners, Secretary, Bailiff, and all other officers and attachés in any manner employed by the Board of Commissioners, and all expenses of every kind created under this Act, shall be paid out of any money in the General Fund not otherwise appropriated, and the Controller of State is hereby authorized and directed to draw his warrants from time to time for such purposes, and the State Treasurer is hereby authorized and directed to pay the same.

SEC. 16. This Act shall take effect immediately.

RULES DEFINING THE MODE, SCOPE, AND SUBJECTS OF INVESTIGATION BY THE COMMISSION, INTRODUCED AND ADOPTED FEBRUARY 5, 1883.

First—That they will proceed in accordance with the following provision of the Constitution: "To establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose to issue subpoenas and all other necessary process."

Second—Having taken, examined, and considered the documentary and other evidence necessary to an intelligent and equitable revision and reduction of charges for fares and freights by railroads or other transportation companies of this State, they will prepare and, as required by the Statutes of 1880, Chapter 59, Section 11, "serve a printed schedule of such rates, and of any changes which may be made in such rates, upon the person, copartnership, company, or corporation affected thereby."

Third—To accomplish the practical purposes aforesaid with becoming order and dis-

patch, only such testimony, exhibit, or report shall be deemed relevant or material as tends, subject to the following rules and principles, to show:

1. The corporate name and principal place of business of any transportation company mentioned in Section 14, Chapter 59, Statutes of 1880.

2. The names, places of residence, and compensation of all officers and agents employed by or on behalf of such company in the business of transportation or in operating any railroad of such company.

3. The length and termini, character and equipments, stations and terminal facilities, capacity for freight and passenger service, rates of charges, through, local, and special, resources and financial condition, and general business of any such railroad, or feeder, and branches.

Fourth—The present and prospective value of any such road, feeders, or branch, as a source of income or means of earning it, to be estimated and determined as if for any other purpose; the cost of construction to be taken and considered as an element, but not as a conclusive criterion, of value.

Fifth—What should be deemed a reasonable profit on such value, and what rates of charges for fares and freights on such road, branch, or feeder will pay the company owning and operating the same, cost and risk of service, interest on its bonded and floating debts, the sum of taxes paid, and such reasonable profit as aforesaid.

Sixth—The fair apportionment of such rates as aforesaid, with due regard to the relative cost of service, and such regulations as are usual and proper for railroad companies, to the passenger and freight departments respectively.

Seventh—The repairs and renewals, betterments and extensions, in this State, necessary to the safety, public use, or successful operation of any such road, feeder, or branch, and the nature, extent, probable cost, and subsidiary interest of all concerned therein.

Eighth—The rates of charges for all classes of fares and freights established, exacted, or received by any transportation company in this State, under special contracts, private instructions, or published schedules, and the reasons, rules, regulations, and classifications by which they are all and severally governed and enforced.

Ninth—It is also ordered that an attested copy of the following circular letter, No. 2, be forwarded by mail to the President, Secretary, or General Superintendent of each railroad company in this State.

The following amended rules of procedure were introduced on the nineteenth, and adopted on the twenty-sixth of February, 1883. They define the functions of the Commission, simplify the pleadings, restrict the evidence and determination to the parties and the issues in the case, and subject only to the statute, abolish dilatory proceedings, and deny rehearings in cases decided, except upon the record within ten days thereafter:

AMENDED RULES OF PROCEDURE OF THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

[Adopted February 26, A. D. 1883.]

RULE I.—To regulate, establish, or change the rates of charges and schedules of fares or freights of any transportation company in this State, said Commissioners will proceed upon their own motion, or upon the complaint of any person or persons demanding relief, and having an interest therein.

RULE II.—In any case of alleged extortion, discrimination, or other abuse, by any transportation company in this State, subject to the cognizance and control of said Commissioners, they will proceed, upon the complaint of the person or persons injured thereby, to hear and determine the cause of such complaint, and will exercise the remedial and judicial powers conferred by the Constitution, as required thereby, to wit: "In the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Courts."

RULE III.—Such complaint as aforesaid, when presented at the office of said Commissioners, shall be filed by the Secretary, who shall, at the request of the complainant, issue a summons thereon.

RULE IV.—The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service thereof.

RULE V.—The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
2. If by any other person, his affidavit thereof.

RULE VI.—From the time of the service of the summons and the copy of complaint,

the Commissioners shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE VII.—The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.

3. A demand of the relief claimed.

RULE VIII.—The defendant may, within the time required in the summons to answer, object to the complaint upon the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.

2. That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880.

RULE IX.—If the objection be sustained, the complainant may amend his complaint. If the objection be overruled, the defendant may answer the complaint.

RULE X.—The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense or in mitigation or explanation of the charges made in the complaint.

RULE XI.—The complainant may, upon service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may amend his answer.

RULE XII.—The complaint, answer, and demurrer must be subscribed by the party, his authorized agent, or attorney. The complaint and answer must be verified as required by the Code of Civil Procedure in civil cases.

RULE XIII.—Upon the appearance, answer, or default of defendant, the Commissioners shall promptly hear and determine the cause of complaint, and upon the law and the facts shall render and file in their office a decision in writing, signed by the Commissioners concurring therein. Within ten days thereafter, upon a petition by either party based upon the record in the case, such decision may be modified or changed by order of the Commissioners, setting forth the reasons therefor.

RULE XIV.—The Secretary of the Commissioners must keep a calendar of cases pending before them, in their chronological order; and in a suitable book, properly indexed, shall enter all orders and decisions of the Board.

RULE XV.—The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds, and degrees, production and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVI.—These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect in ten days thereafter.

RULE XVII.—These rules shall be in force from and after the first day of March, 1883.

The following self-explanatory order was introduced on the fifth and adopted on the fifteenth day of September, 1883:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

WHEREAS, By Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that: "Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the Constitution, said Board shall serve a *printed schedule* of such rates and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours. And whereas, it is further provided in said section and Act that the rates of charges established or adopted by said Board pursuant to the Constitution and this Act shall go into force and effect the twentieth day after service of said schedule of rates or changes of rates upon the person, copartnership, company, or corporation affected thereby, as herein provided." And whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule; and whereas, it is competent and proper for this Commission, when it shall "*establish or adopt rates of charges, as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid:*"

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof, in the usual form for convenient use as aforesaid, the Secretary of the Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be affected thereby.

And it is further ordered, That upon the completion of any schedule of rates and charges, so drafted and prepared as aforesaid, the same shall be submitted to the Commission, and it shall be "established and adopted," as aforesaid. A certified copy of the

order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copy of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided*, that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

PRINCIPLES AND RULES OF DECISION IN THE ABSTRACT, AND IN THEIR EXPERIMENTAL AND PRACTICAL APPLICATION BY THE COMMISSION.

"A common carrier is entitled to reasonable compensation and no more. If payment thereof be refused he may refuse to carry." (Civil Code, Sec. 2173.) As construed by all the Courts, in innumerable decisions, the language of this section means: "Reasonable compensation," and "for similar equal services" the "same compensation." To the same effect, and distinctly recognizing the equity of the rule, our immediate predecessors in this office unanimously adopted and entered of record the circumstantial declaration that in fixing "fares and freights on the various lines and portions of lines of transportation within this State," and in "determining what is a just and reasonable rate," they would consider the value of the services performed, distance of carriage, volume and direction of traffic, the general character thereof, to be fixed by classification as to volume, weight, value, the liability to accident, climatic influences, competition, grades, curvatures, and cost of maintenance."

"It is to be supposed that a common carrier can afford to carry at much the same rate of hire as that which is exacted universally by carriers *similarly situated*, and which, if it has been found to remunerate them, may, upon the best grounds, be called reasonable. The word *reasonable*, therefore, is to be the criterion of the price which a common carrier has a right to demand." (All the books, and Browne on the Law of Carriers, p. 82.) "Like circumstances" construed to mean and include cases where the labor, liability, and expense of the carriage are the same. (*Great Western Railway Company vs. Sutton*, H. of Lords, 38; J. L. Exch. 184; Browne on the Law of Carriers, p. 258; Walf. Sum. Law of Rys., p. 317; *Ransome vs. Eastern Co.'s Ry.*, 4 C. B. [N. S.] 63.)

GOVERNMENT DONATIONS AND LOANS OF CREDIT FOR THE CONSTRUCTION OF RAILROADS NOT OFFSETS TO CHARGES FOR SERVICE THEREON—THE GOVERNMENT AND PRIVATE PARTIES PASSENGERS ON THE SAME TRAIN.

Opposed to these principles and conclusions of law, there is only the unreconciled afterthought that government loans and donations for the construction of the Central Pacific, and other overland roads, were or might have been intended as offsets to charges for their operation. But the granting Acts, as ratified by the Legislature of the State, provide that such roads shall perform government service, "*at fair and reasonable rates of compensation*, not to exceed the amounts paid by private parties for the *same kind of service*." Here again is the common law rule of service, and "for the same kind of service," the same compensation. This would be plain enough without the express limitation to "amounts paid to private parties," whose rights are not affected by anything in the contract. And

in an opinion upon the clause quoted, and directly to the point, the Supreme Court of the United States has said: "The compensation at fair and reasonable rates, must be considered upon all the facts material to the issue, not to exceed the amount paid to private parties for the same kind of service." (*The Union Pacific Railroad Company vs. United States*, 14 Otto, 667.) Nothing, therefore, can be more evident than that the brilliant conception of reversionary bounties, and loans payable to the Government, but due to everybody, and subsidies that are a perpetual surcharge of fares and freights, was inspired by the "wisdom that comes after the fact."

CONCLUSIONS OF LAW UPON PRINCIPLES OF ADJUDGED CASES.

For obvious reasons, the Commission has given due precedence and prominence to the law by which it was created and must be governed. In doing so it has endeavored to outline its own legal status and sphere of action, and to solve the puzzling and irrelevant problems into which its powers and duties are too often resolved. Generally and briefly, its conclusions are as follows:

First—It is a constitutional tribunal, with well defined official functions, to be exercised, subject only to the requirements of law, with becoming independence and impartiality in the interest of all concerned.

Second—Its judicial power to hear and determine complaints presupposes parties of record to be heard and specific issues between them to be determined, and is to be exercised "in the same manner and to the same extent as by Courts of record."

Third—Its remedial powers and duties relate exclusively to rates of charge for fares and freights, and when regularly exercised in the mode prescribed, its decisions are *prima facie* "just and reasonable."

Fourth—To make them in fact what they are presumed to be, they must, without preference of person or corporation, be based upon the varying conditions of the service, and be a reasonable recompense therefor.

Fifth—This is the rule of compensation for Government service incorporated in the Acts of Congress to aid the construction of the Central Pacific and other overland roads, and estops the Government, and *a fortiori* all other parties, from discriminating against them in payments for transportation thereon.

Sixth—The circumstantial and conditional factors of transportation are the admitted and necessary criterions of its cost and value, and are each and all of them inconsistent with any theory of unconditional uniform rates of fare and freight.

Seventh—To impose such rates upon the Central Pacific Company and leased lines under its management, at rentals ranging from \$100 to \$5,194 per mile, would be to make some of them bankrupt pensioners upon others; to convert relations beneficial to all into penalties upon such as have the least to gain by them; to substitute for reasonable compensation a rule of rank injustice, subject to which not one of them could have been constructed, and to arrest their extension to districts in squalid want of them, upon the mere pretense of favoring those who have them.

Statistical and financial exhibits will be found in the appendix hereto attached, as follows:

"Exhibit A," page 43, shows the number of meetings held by the Commission in each year of the term which closes with this report, and the members present.

"Exhibit B," page 46, is a financial statement for the year 1886, showing amounts and purposes of expenditure.

"Exhibit C," page 46, is a statement in detail, showing the miles of trunk and branch lines operated by the Southern Pacific Company within the State to be 1,990.81 miles, and within the State of Nevada and the Territories of Utah, New Mexico, and Arizona, 1,158.17, making a total of 3,148.98 miles. It also shows the separate and aggregate mileage of the narrow-gauge roads in the State.

"Exhibit D," page 48, is a synopsis of such annual returns as are filed in the office of the Commission, showing volume of business, highest, lowest, and average charges for fare and freight, and such other facts and figures as were deemed of special interest and importance.

"Exhibit E," page 51, is a reprint of correspondence and orders of a date prior to the present year, and relating to the pending controversy between the Commission and the Atlantic and Pacific Railroad Company.

Following the appendix will be found the annual returns made by the several railroad companies of this State for the year ending December 31, 1885, and filed in this office, setting forth facts responsive to questions appearing in the blank forms of report furnished them by the Board of Railroad Commissioners.

The orders, correspondence, and proceedings of the Commission for the year last past will explain themselves, and are as follows:

Order No. 27 was introduced by Commissioner Carpenter, and unanimously adopted, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., March 23, 1886. }

Having examined and considered the amended tariff and joint western classification of grain and lumber submitted by the Southern Pacific Company, and filed in this office on the eleventh day of March, 1886, and finding that said tariff and classifications conform to the lowest current rates on the roads in this State to which they relate, and are in accordance with the previous orders of this Commission; now, therefore, it is hereby ordered that said tariff and classification be, and the same are hereby, approved and established for and upon said roads, and each of them, subject to the further order of this Commission.

Order No. 28 was introduced by Commissioner Foote, and unanimously adopted, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., March 23, 1886. }

Resolved, That the Secretary be instructed to ascertain from the General Passenger Agent of the Southern Pacific Company if any reductions from current tariff passenger rates between San Francisco and Los Angeles, or intermediate points, have been made; and if any such reductions have been made, state the reasons therefor.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL PASSENGER AGENT, SAN FRANCISCO, March 25, 1886. }

MR. W. R. ANDREWS, *Secretary State Board Railroad Commissioners, 14 Dupont Street, City:*

DEAR SIR: I have the honor to acknowledge receipt of your communication, dated March twenty-third, transmitting to me Resolution No. 28, as passed by the State Board of Railroad Commissioners of that date.

In reply, I beg to say there have been no reductions in the passenger rates which were approved by the honorable Board of State Railroad Commissioners on April 19, 1883, but, as your honorable Board must be aware (it being a matter of public knowledge), for several weeks past there has been no stability to rates between points in California and points on or east of the Missouri River, the rate having gone for a time as low as \$1. The "rate war" on through business has affected, more or less, our local traffic, local passengers buying through tickets and "scalping" them. To prevent this, between the first and sixteenth instant, during which time we were perfecting the "rebate" plan, a limited second-class rate of \$12 50, and between the sixth and sixteenth instant a limited first-class rate of \$15 was made between Los Angeles and San Francisco. These temporary special rates were withdrawn on the sixteenth instant.

Trusting that this will be satisfactory, and meet with the approval of your honorable Board,

I beg to remain, very respectfully, your obedient servant,

(Signed:)

T. H. GOODMAN,
G. P. and T. A.

Order No. 29 was introduced by Commissioner Humphreys, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., March 31, 1886. }

It is hereby ordered that the office of Secretary of this Commission be and the same is hereby declared vacant, and to fill such vacancy Stafford Parker, of the City and County of San Francisco, be and he is hereby nominated and appointed to fill such vacancy, and be the Secretary of the Commission from and after the first day of April, 1886, subject to its further order in the premises.

Any act or proceeding of this Commission inconsistent with this order is hereby rescinded.

Before voting upon this order, Resolution No. 30 was introduced by Commissioner Foote, as follows:

Resolved, That before the election of a Secretary is proceeded with, the members of this Board are requested to give any reasons which they may have for the dismissal of the present Secretary, W. R. Andrus.

On motion, the resolution was lost, Commissioners Carpenter and Humphreys voting against, and Commissioner Foote for.

Order No. 29 was then put upon its final passage, and adopted, Commissioners Carpenter and Humphreys voting for, and Commissioner Foote against.

WATSONVILLE, March 18, 1886.

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: The S. P. R. R. Co. has a station and depot at Watsonville. Santa Cruz County, where it receives and from which it transports ordinary freight, but refuses, for some reason I suppose best known to itself, to ship strawberries and other like fruit from said depot. The raising and shipping of strawberries and other berries and fruits in the vicinity of said Watsonville depot, has been and is an important and extensive industry, but has been and is greatly crippled and inconvenienced by reason of the company's refusal to ship from said depot at Watsonville, the fruit and berry raisers, who are quite numerous, being thus compelled to haul all their fruit and berries in wagons to the Pajaro depot, in Monterey County, an additional distance of about a mile and a half, over a rather rough road, thus making an additional expense of hauling; but the chief ground of complaint is that the berries are greatly bruised and injured by being hauled so far in wagons, and cannot be put in market in that fresh and sound condition they otherwise could be, and thereby great loss and damage are sustained.

The company has been appealed to, but they slight and reject our petitions, without, as we conceive, any good reason.

Now, in behalf of said fruit raisers generally, as well as myself, I would like to inquire for information if your honorable body has any power or jurisdiction in the premises to intercede for us, or compel said company to ship our fruit and berries from Watsonville depot? Yours, etc.,

(Signed:)

G. H. BREWINGTON.

SOUTHERN PACIFIC COMPANY (NORTHERN DIVISION), }
SAN FRANCISCO, April 2, 1886. }

To the honorable Board of Railroad Commissioners, State of California:

GENTLEMEN: Acknowledging the receipt of yours of March twenty-third, inclosing communication from Mr. G. H. Brewington of Watsonville, complaining that this company refuses to ship strawberries and other like fruit from its Watsonville station, I would state that this company has never refused to receive any freight at Watsonville. On the contrary, it is recognized by our tariff as a freight station, and rates are provided for freight of all kinds from said station to all other points on the line. For many years (and prior to this company leasing the Santa Cruz line) the shipping point for Watsonville was Pajaro, a station on the opposite side of the river, less than one mile distant, where every convenience for the shipment of all kinds of freight is provided, and where nine tenths of the business of the Pajaro Valley is still handled. The business of the Santa Cruz line does not warrant the running of as frequent trains as are run on the

main line, and as delay in the transportation of fruit and berries causes great dissatisfaction and loss, we have endeavored to induce shippers to haul the additional distance while the freight was in their wagons, and thus avail themselves of the quicker shipment from the Pajaro Station, but this is not and never has been compulsory.

Very respectfully yours,

(Signed:)

A. C. BASSETT, Superintendent.

E. J. M.

Mr. G. H. Brewington's communication returned herewith.

Order No. 31 was introduced by Commissioner Carpenter, and unani-
mously adopted, as follows:

OFFICE STATE BOARD RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., April 27, 1886.

The San Joaquin Valley and Yosemite Railroad Company, having completed its road from Berenda to Raymond, in this State, a distance of twenty-one miles, and having waived time and service of printed schedule for the purpose of opening said road on the twenty-eighth instant; and it appearing that said road connects at Raymond with a line of stage coaches for the transportation of passengers, chiefly pleasure-seekers and tourists, to and from Yosemite Valley, and must derive its receipts mainly from the same class of business during the season to which it is confined; and it appearing, also, from the exceptional class and conditions of service on said road, that a charge of two dollars per passenger for the whole distance between said termini, and of ten cents per mile to and from intermediate points, is no more than just and reasonable compensation for such service;

Now, therefore, it is hereby ordered that such charge and rate per mile shall be the established maximums for the transportation of passengers on said road, subject to the further order of this Commission.

This order to take effect and be in force from and after the twenty-seventh day of April, 1886.

Order No. 32 was introduced by Commissioner Carpenter, and unani-
mously adopted, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., June 2, 1886.

A schedule of rates for the transportation of freight on the San Joaquin Valley and Yosemite Railroad, from Berenda to Raymond, having been prepared and submitted with an express waiver of statutory notice to this Commission, and it appearing and being found that said road is leased and operated by said company as a branch of its system of roads in this State, and it appearing, also, that said schedule, now on file in this office, is to be used with the local classification of the Central Pacific Railroad, and corresponds with the rates for the same service south of the junction at Berenda of said roads, and that it is just and reasonable;

It is, therefore, ordered that the rates of freight and classifications aforesaid, at and between all the stations on said San Joaquin Valley and Yosemite Railroad, be and the same are hereby approved and established, subject to the further order of this Commission.

Order No. 33 was introduced by Commissioner Carpenter and unani-
mously adopted, as follows:

OFFICE STATE BOARD RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., August 16, 1886.

The Southern Pacific Company (Pacific system) having submitted for the consideration and approval of this Commission a "special merchandise tariff, No. 4 G," together with special instructions, and the "joint western classification" as revised to July 1, 1886; and it appearing from comparison and examination of said tariff that it reduces existing charges for carload lots and smaller quantities from San Francisco, Sacramento, San José, Stockton, Marysville, Oakland (Sixteenth Street), Oakland Wharf, and Lathrop to Los Angeles and more distant southern points on said system of roads; and it appearing further, that said reduced charges are for the purpose of competing with other common carriers at said points, and are made in conformity with article twelve, section twenty of the Constitution;

Now, therefore, it is hereby ordered that said tariff, classifications, and instructions be and the same are hereby approved and established at said points, subject to the further order of this Commission.

Order No. 34 was introduced by Commissioner Carpenter and unanimously adopted, as follows:

OFFICE STATE BOARD RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., August 19, 1886. }

The Southern Pacific Company (Pacific system), and the Atlantic and Pacific Railroad, having filed and submitted for the consideration and approval of this Commission, a joint merchandise tariff of freights from San Francisco, Sacramento, San José, Stockton, Oakland (Sixteenth Street), Oakland Wharf, Marysville, and Port Costa, to points in Arizona and New Mexico, to be used with and governed by rules and regulations of joint western classification as amended on the sixteenth day of August, 1886; and it being found by examination and comparison that said tariff and classification reduces rates of charge from said terminals to points on the Atlantic and Pacific Railroad in said Territories, and that they are just and reasonable;

Now, therefore, it is hereby ordered that said tariff and classification be and the same are hereby approved and established, subject to the further order of this Commission.

KINGMAN, MOJAVE COUNTY, A. T., August 26, 1886.

State Board of Railroad Commissioners, San Francisco, California:

GENTLEMEN: Some months ago we discovered that the Southern Pacific Railroad Company had been overcharging us on freight shipped from San Francisco to Mojave, and Los Angeles to Mojave, or in other words, they were charging us a higher rate of freight from San Francisco to Mojave than they were charging from San Francisco to Los Angeles for same class freight. Messrs. Monaghan & Murphy, of the Needles, California, put in a claim on the same grounds, and their claim was paid promptly; and as soon as their claim was presented, the railroad company immediately reduced their rates to conform with the law. Not only did they reduce the rates to points in California, but also to points in Arizona; and the grounds they take for declining to pay the claim is that the goods were destined to a point in Arizona. At the same time they delivered the freight to another transportation company at Mojave, California, where their responsibility ceased.

We are of the opinion that our claim is equally as justifiable as the claim of Messrs. Monaghan & Murphy, and respectfully ask your advice upon the subject. When they were carrying a carload of flour from San Francisco to Los Angeles for \$65 they were charging us \$130 for a car from San Francisco to Mojave, and we have their express bills showing the amount paid to them.

An early reply will oblige yours, very truly,

(Signed:)

W. H. TAGGART & CO.

P. S.—We inclose letter of Mr. R. Gray, which please return.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, August 21, 1886. }

MESSRS. W. H. TAGGART & Co., *Kingman, A. T.:*

GENTLEMEN: Inclosed I hand you all papers in a claim for overcharge, in the sum of \$724 18, presented by you with your favor of June third, and would say, first, that payment of the claim is respectfully declined.

I have been at some pains to procure copies of the billing of each shipment and to carefully revise the same, and find that the charges imposed by this company are strictly in accordance with the published tariff rates in force at the time of shipment.

Your claim for refund, on the ground that this company has charged more or less than the amount allowed by the State law of California, has no bearing upon the case, since the laws of California take no cognizance of and have no jurisdiction over charges of transportation companies on interstate commerce, which are regulated by circumstances over which the individual State governments have no control, and are based upon facts which affect the general trade between the points of shipment and the points of destination, as it relates to freight from other States to the same points.

Trusting that this explanation will be satisfactory, I am,

Very truly yours,

(Signed:)

RICHARD GRAY.

The Board of Railroad Commissioners met at 3 o'clock. President Carpenter presented the following letter in answer to the complaint of Messrs. Taggart & Co. of Kingman, A. T., which had been referred to him at a previous meeting of the Board.

STATE OF CALIFORNIA, OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
14 DUPONT STREET, SAN FRANCISCO, September 24, 1886. }

W. H. TAGGART & Co., *Kingman, A. T.:*

GENTLEMEN: Having considered your communication of the twenty-sixth ultimo, we take the facts to be as follows: On commodities shipped by your firm on the Southern Pacific

Railroad and its connecting lines from San Francisco to Mojave, A. T., the Southern Pacific Company charged a higher rate than it charged from San Francisco to Los Angeles for the same class of freight. It is further assumed and stated that the company not only paid the claim of Monaghan & Murphy, of the Needles, but by reason thereof reduced its rates to points in California and Arizona. And by bills of lading you offer to show that while flour was shipped from San Francisco to Los Angeles for \$65 per carload, the charge from the same shipping point to Mojave, in Arizona, was \$130 per carload.

Upon this statement of facts you say: "We are of the opinion that our claim is equally as justifiable as that of Messrs. Monaghan & Murphy, and respectfully ask your advice on the subject."

Our conclusions are as follows:

First—The discrimination between persons which the law defines and forbids, consists in charging one more than another for the same class and quantity of freight between the same points and in the same direction. There is, therefore, in the case presented, no discrimination against your firm at Mojave, or in favor of Monaghan & Murphy at the Needles.

Second—The Constitution and common-sense of this State permit a higher rate of charge if not more in the aggregate, for a short than for a longer haul, including the shorter and in the same direction.

Hence the charge for a carload of flour from San Francisco to Los Angeles is not the criterion of charge for the same quantity to Mojave.

Third—The charge for a continuous service by connecting roads within the State may be lawfully pro rated between them, and in case of an alleged overcharge the only question will be whether the charge in its entirety is just and reasonable. But as the service in the case was not wholly within the State, we hold without prejudice to your alleged claim in a different forum, that we have no jurisdiction in the premises.

J. G. CARPENTER,
President of the Commission.
W. W. FOOTE,
Commissioner Third District.
WM. P. HUMPHREYS,
Commissioner Second District.

S. H. PARKER, Secretary.

KINGMAN, MOJAVE COUNTY, A. T., September 30, 1886.

State Board of Railroad Commissioners:

GENTLEMEN: Yours twenty-fourth at hand, and carefully noted. You have evidently misconstrued our letter of the twenty-sixth of August, relative to the point at which the Southern Pacific Company deliver the freight to the Atlantic and Pacific Railroad Company. In shipping goods to Kingman, Arizona, the Southern Pacific Company deliver them to the Atlantic and Pacific at *Mojave, California*, not *Mojave, Arizona*, and for this service they charged us \$130 per car for flour, while they carried it one hundred miles further (to Los Angeles), for \$65. Merchandise consigned to Monaghan & Murphy, at the Needles, is also delivered to the Atlantic and Pacific Company at Mojave, California, exactly under the same circumstances as merchandise consigned to us, and for which service they charged them the same rates of freight as they charged us, although they (the railroad company), afterwards refunded to Messrs. Monaghan & Murphy the full amount of overcharge as presented by them, being figured on a basis of \$65 per car, San Francisco to Mojave, California.

According to Mr. Gray's letter we take it that, because we are unfortunate enough to be doing business in Arizona, sixty miles from the California line, we must pay the Southern Pacific Company \$65 per car more on merchandise than is paid by Messrs. Monaghan & Murphy, at the Needles; or suppose, for instance, we were located on the Arizona side of the Colorado River, and Monaghan & Murphy on the California side, or only one mile apart; does the law give the Southern Pacific Company the right to charge us double the freight that they charge Messrs. Monaghan & Murphy, simply because we happen to be doing business in Arizona? If this is the true meaning of the law, we could have had our goods shipped in our name to Mojave, California, and reshipped from there to Kingman, Arizona. There being two distinct rates of freight charged by each company, viz: \$130 by the Southern Pacific, San Francisco to Mojave, and \$130 by the Atlantic and Pacific, Mojave to Kingman, while if the goods had been shipped or consigned to us at Mojave, the Southern Pacific charges (we take it), would have been \$65 instead of \$130.

We are sorry to trouble you so much on account of this matter, but we feel that you did not quite understand the situation as explained to you in our letter, and we also feel that we have been imposed upon and discriminated against by this railroad company, and consider that we are justly entitled to the amount of claim presented to them, and which they have declined to pay.

The following sketch will explain the matter more fully.

(Signed:)

Very respectfully,

W. H. TAGGART & CO.

The second letter of Commissioner Carpenter, in answer to W. H.

Taggart & Co., Kingman, A. T., who complained of discrimination, was read and unanimously approved of. The letter is as follows:

STATE OF CALIFORNIA, OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
14 DUPONT STREET, SAN FRANCISCO, November 26, 1886. }

W. H. TAGGART & Co., *Kingman, Arizona Territory*:

GENTLEMEN: Your communication of September 30, 1886, was duly received, and should have had an earlier reply.

The facts which you have recapitulated and illustrated by diagram, are precisely as they were understood and taken in our advisory letter of September 24, 1886.

In deference to your request, without such formal complaint as the statute prescribes, we volunteered the opinion that through rates of transportation from San Francisco to Mojave, and thence to Kingman, Arizona Territory, are not governed by local charges from the same place of shipment, to Los Angeles, or to the Needles, in this State. We held, further, that the service of connecting carriers, and the intermediate transfer of freight from one to the other, relates to the same ultimate destination and delivery, at a point beyond the borders of the State, and therefore beyond the constitutional cognizance of this Commission.

To this opinion, thus informally rendered, as stated in substance, we respectfully and confidently adhere. Finding the facts as presented to us, we hold that the alleged difference between local and through rates is not discrimination, as defined and prohibited by law. They are subject to different conditions of service, and to separate jurisdictions. They are severally just and reasonable, or otherwise, without comparison or relation one with the other. Such comparison would be irrelevant, and no such relation is established or implied by any law of this State. Freight shipped at San Francisco and destined, via Mojave, to Kingman, Arizona, falls *ipso facto* within the category of interstate traffic, and on both sides of the Colorado River is foreign to our jurisdiction; while *in transitu* over connecting roads, however often transferred from one to another at intermediate points, it retains, to its ultimate destination and delivery, the status of commerce among the States. By whatever successive stages or coöperation of railroads, or of ship and car, it may be conducted, in contemplation of law, both commodity and carrier are exempt from State interference or control by the exclusive jurisdiction of the Federal Government.

In support of these positions the decisions of Courts are numerous and conclusive. *The Wabash, St. Louis, and Pacific Railway Company, Plaintiff in error, v. The People of the State of Illinois*, is an agreed case in which said company admits that for transporting the same class of freight upon its railroad and upon and over railroads connecting therewith, from Peoria and Gilman, in Illinois, to New York, the charge was ten cents less per hundred pounds and \$26 less per carload of twenty-six thousand pounds for the longer than for the shorter haul. In the Court of last resort, after an exhaustive review of the so called "granger cases" and analogous adjudications, in connection with the statute prohibiting the alleged discrimination, the judgment of the lower Court is reversed, and a majority of the Justices concur in saying: "We must, therefore, hold that it is not, and never has been, the deliberate opinion of a majority of this Court that a statute of a State which attempts to regulate the fares and charges by railroad companies within its limits for a transportation which constitutes a part of commerce among the States is a valid law."

In *County of Mobile v. Kimball*, 102 U. S., 691, the scope of Federal authority in the premises is clearly stated as follows: "Commerce with foreign countries and among the States, strictly considered, consists in intercourse and traffic, including in these terms navigation, and the transportation and transit of persons and property, as well as the sale, purchase, and exchange of commodities. For the regulation of commerce, as thus defined, there can be only one system of rules, applicable alike to the whole country, and the authority which can act for the whole country can alone adopt such a system. Action upon it by separate States is not, therefore, permissible."

The Pacific Coast Steamship Company v. The Board of Railroad Commissioners, decided by Justice Field and Judge Sawyer, in the Circuit Court of the United States, Ninth Circuit, District of California, covers and concludes the case we are considering as follows: "The fact that several different and independent agencies are employed in transporting the commodity, some acting entirely in one State and some acting through two or more States, does in no respect affect the character of the transaction to the extent in which each agency acts in that transportation; it is subject to the regulation of Congress."

Hoping that the reasons assigned for our opinion will at least convince you that we mean to be right, we remain, yours truly,

G. J. CARPENTER,
WM. P. HUMPHREYS,
W. W. FOOTE,
Railroad Commissioners.

Attest: S. H. PARKER, Secretary.

LOS ANGELES, CALIFORNIA, October 23, 1886.

DEAR SIR: The Los Angeles and Independence Railroad will stop both ways on the corner of Washington and San Pedro Streets, in this city; they sell tickets on Alameda Street, and stop all their south-bound trains near Aliso; their main depot is on Fernando

Street, about one half mile north. When a passenger gets on the cars at the corner of Washington and San Pedro, going to Aliso Street, less than two miles, they require him to pay 15 cents or put him off the train. Can't you stop this enormous charge? The railroad spoils our street (San Pedro) and charges us an exorbitant fare. Five cents would be enough. Can't you get them down to such a rate? It is too high a rate to pay for school children, and it is too high for anybody. I believe it is your duty under the statute to help us, and I am sure you will do the best you can for us when your attention is directed to a given case.

I live on the corner of Washington and San Pedro. It would somewhat repay me for the inconvenience I suffer from the damage to the street and my property by reason of the presence of the railroad if they would reciprocate and charge me a street-car rate.

Truly yours,

(Signed:)

JAMES PATTISON,
Corner Washington and San Pedro.

The above letter was referred to the Southern Pacific Company on November twenty-sixth, and the following answer received and filed in office of the State Board of Railroad Commissioners on the twenty-second day of December, 1886:

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL PASSENGER AGENT, }
SAN FRANCISCO, December 21, 1886. }

MR. STAFFORD H. PARKER, *Secretary State Board Railroad Commissioners, 14 Dupont Street, San Francisco:*

DEAR SIR: Referring to our letter to you, No. 13771 B, of the twenty-ninth ultimo, we beg to say that we gave attention at the earliest practicable moment to the subject-matter of Mr. James Pattison's communication to your honorable Board.

We beg, therefore, to inform you that the corner of Washington Street and San Pedro, at which Mr. Pattison resides, is known as Washington Street Station of the Los Angeles and Independence Railroad, and is distant from our Los Angeles depot 3.4 miles.

Since August 18, 1883, 15 cents has been our fare between those two points. We cannot reduce it to 5 cents, as suggested by Mr. Pattison, and we cannot well make it 10 cents. Practically, however, Mr. Pattison and family can obtain the rate of ten cents, as we can and will sell for their use, between those two points, what are known to us as thirty-trip family commutation tickets, at a rate of \$3.

His application for such ticket to our Los Angeles station agent will be promptly met.

Respectfully yours,

(Signed:)

T. H. GOODMAN, G. P. and T. A.
R. A. D.

Order No. 36 was introduced by Commissioner Carpenter and unanimously adopted, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

Having referred the letter of James Pattison, complaining of overcharges between Washington Street Station and Los Angeles Depot, on the Los Angeles and Independence Railroad, to the Southern Pacific Company, and received the reply of said company, we find that the charge complained of is below the maximum of schedule rates, and, for the reasons given by complainant, not extortionate. Without further proceeding, therefore, the matter is dismissed.

Order No. 37 was introduced by Commissioner Carpenter and adopted, Commissioners Carpenter and Humphreys voting for, and Commissioner Foote against, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

Having made the necessary comparisons and examination of the local classification for the Southern Pacific Railroad, Northern Division, which took effect, with the approval of this Commission, January 1, 1883, and also the recent revision of said classification now on file in this office; and it appearing that the changes of said classification from higher to lower classes, and the new carload rates made therein are just and reasonable, it is hereby ordered that said revision of classes and said carload rates be and the same are hereby approved and established on and for said road.

Order No. 35 was introduced by Commissioner Carpenter, and unanimously adopted, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA,
AT OFFICE IN THE CITY OF SAN FRANCISCO, November 26, 1886. }

It appearing from the records of this office that after due notice in writing, accompanied by proper blank forms, the Atlantic and Pacific Railroad Company, a corporation owning and operating a railroad in this State, has failed and neglected to forward the required annual report of its operation and management of said road for the fiscal year last past, to this Commission; and it appearing, in default of such report by said company, that the testimony of its officers and the inspection of its corporate records, books of account, and papers are necessary for the information of this Commission: It is, therefore, hereby ordered that W. A. Bissell, General Manager of said road in this State, be and he is hereby required to appear before this Commission, at its office, No. 14 Dupont Street, in the City of San Francisco, on the fifth day of January, 1887, at eleven o'clock of said day, then and there to testify touching the ownership, operation, and management of said road by said company. It is also further ordered, that he have with him then and there, for reference, explanation, and inspection, any and all books, reports, and papers in his possession or under his control, as General Manager of said company, showing its organization and officers; its capital stock and stockholders; the roads it owns, leases, or operates in this State; their value, mileage, and equipment; their connection with any other roads by prorating traffic or trackage agreements; the revenue, income, sinking, and contingent funds of said company; its funded debt and liabilities; payments of debt or interest guaranteed by any other company; net income and dividends; gross and net earnings per ton, passenger, and train mile; the highest, lowest, and average rates of freight and fare; relative percentages of through and local business in passenger and freight departments, and other matters and things included in a general balance of debits and credits, and of loss and gain, for which said company is required to report to this Commission.

It is further ordered that a certified copy hereof be personally served on said Bissell by the Bailiff of this Commission.

G. J. CARPENTER,
President Railroad Commission.

Attest:

S. H. PARKER,
Secretary Railroad Commission.

I hereby return and certify that on the fourteenth day of December, 1886, I served the foregoing order, by copy duly attested, on W. A. Bissell, at his office in the City of San Francisco, California.

(Signed:)

JOHN P. CARROLL, Bailiff.

ALBUQUERQUE, NEW MEXICO, December 27, 1886.

To Hon. G. J. CARPENTER, *President Railroad Commissioners, 14 Dupont Street, San Francisco:*

Cases arranged for trial in Supreme Courts prior to notice of your citation on the Atlantic and Pacific, and other pressing business, make it impossible for me to be in San Francisco until after February first. If you can possibly extend the return day of the citation until some time in February, kindly do so, and I will agree to be there. Please wire determination.

(Signed:)

WM. C. HAZELDINE, Solicitor.

Order No. 38:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It appearing by telegram from William C. Hazeldine, attorney of the Atlantic and Pacific Railroad Company, that he desires to be present at the examination of W. A. Bissell before this Commission, and that a postponement thereof for that purpose is proper and necessary; now, therefore, it is hereby ordered that said examination be and the same is hereby fixed for eleven o'clock on Thursday, February 10, 1887.

SAN FRANCISCO, December 27, 1886.

WILLIAM C. HAZELDINE, *Albuquerque, N. M.:*

SIR: Dispatch received, and hearing fixed for February 10, 1887.

G. J. CARPENTER,
WM. P. HUMPHREYS,
W. W. FOOTE,
Railroad Commissioners.

In our communication to J. A. Williamson, General Solicitor of the Atlantic and Pacific Railroad Company, of December 29, 1885, we notified him that in default of such annual returns as could be made up from

the corporate records and books of account of his company, we should summon its agents within our jurisdiction to testify as witnesses before us. Having allowed the time in this year for filing such returns to pass, the foregoing citation to W. A. Bissell, the only known representative of his company in this State, was prepared. But, by reason of his absence in the East, we were unable to obtain service in time for his examination before us, and it was therefore set for the fifth day of January, and thereafter postponed to the tenth day of February, 1887, and will come before our successors. It is due to Mr. Bissell and the attorneys of the contesting company to say that they have not sought to evade a controversy of which they have definitely taken one side. As will be seen, the company is a foreign corporation doing business in this State. Having purchased of the Southern Pacific Railroad Company the road from Mojave to the Needles, it took shelter under its foreign charter. But, as the contesting company and its grantees or lessees, if it have any, take the road subject to the same public and corporate use and rights as their predecessor in interest, we have held and now hold that for all the purposes of the controversy they are domestic corporations.

THE GOVERNING PRINCIPLE THAT MEN SHALL MIND THEIR OWN BUSINESS.

This is the only case in which we have been confronted with an explicit refusal to comply with our demands, which have generally been treated as necessary evils to be patiently endured. The proceedings to test the foreign protectorate set up by the Atlantic and Pacific Railroad Company, were taken upon our own motion, and in the exercise of the mandatory power, to which our action is limited. But in the exercise of the same power the statute of 1880 expressly prescribes the mode of procedure, and requires verified complaints in writing, and fifteen days' notice to companies affected thereby. How we have gone aside from the cast-iron rule of law, at the instance of correspondents, by a sort of unauthorized advisory course, will be seen by a glance at the foregoing pages. We have never, in a single instance, ignored even an imaginary grievance, however informally stated, if only preferred in good faith by the real party in interest, or his authorized attorney. But that justice might not be made a vulgar jest, we have embodied in the standing rules and orders of our administration the governing principle that every man shall mind his own business. This was resented by patriots without constituents, and attorneys without clients, upon the hypothesis that the Commission came in and must go out with them. It was nearly suicide for the Commission, by the records of which it now appears that not one of the statements, returns, or exhibits submitted and filed by railroad companies has ever been controverted or denied by a single shipper or producer in this State.

RUMORED RAILROAD OUTRAGES.

With the sovereign people in the vocative, votes at a premium, and the fate of faction in the balance, what could be more natural or necessary than railroad outrages? But strange as it may appear, the indignant rancor with which they are denounced is more than equaled by the delicate reserve with which it is sought to conceal their most damaging features. Generally confided to accommodating attorneys, by complainants who shrink from public notoriety, to avoid public scandal and save the feelings of private families and of the corporation's sister, names and facts are studiously suppressed. But all the same, in the form of accusing reports,

the outrage is out, with every aggravation of partisan falsehood and sensational publicity. In some cases again, as in that of *Richards & Harrison vs. The Central Pacific Railroad Company*, the price of commercial virtue was a yet greater outrage on the consenting complainant than upon those who had not complained at all. In all such cases, the refusal of the unwilling railroad companies to pay the penalty and condone the offense, is denounced as discrimination between persons.

We have treated these simulated complaints and rumors far more seriously than was required for any other purpose than to expose their origin and object. Our opinion of them is precisely the same as that of other Commissions, and is well stated by that of Colorado, as follows: "There has been much talk and but few complaints. The Commissioner cannot *file a rumor in his office*. He must have something specific and definite upon which to proceed." Again, he says: "Railway companies are as much afraid of a sound public sentiment as the business coward is of a railway company." This opinion has been confirmed by many investigations and volumes of testimony, had and taken before this Commission and legislative committees, in all of which inflated pretenders, stupidly ignorant of the laws and principles of transportation, have again and again posed before a disgusted public.

THE SO CALLED RAILROAD PROBLEM.

What is business to those engaged in it, is, to intermeddling pretenders, a complication of extraneous subjects. Thus we have the so called "railroad problem," upon which all the idle political experts have been at their wit's end. Assuming that the rates of fare and freight should be based upon the ascertained cost of construction, to find one unknown quantity they confuse themselves with another, and so have two problems instead of one. The company owning and operating the road issued stock to itself, and bonds, or their equivalent market value, to contractors. The stock in the hands of the company or its assignees represents the corporate capital and control incident to ownership, and goes up with every prospect of increased earnings and dividends, and down with every depression of trade and growl of blackmailing political bears. The bonds, with accruing interest, are only evidence of what must ultimately be paid from earnings, or sale of the road and its assets and appurtenances, as fixed expenses, to investing capitalists, whose claims are preferred to those of stockholders for dividends, neither of which is guaranteed by the State, and the only security for which are the value and earnings of the road.

Thus in their inconsequential attempts to bring forward accomplished facts, and dispute construction accounts of no practical interest or advantage to the public, they find it just as necessary to expert the books, and the loss and profit accounts of contractors, capitalists, material men, merchants, bankers, and brokers, as of the corporation dealing with them. But books of account balanced and closed by all who have any right to question them, could be of no earthly use to a railroad company which does not desire to falsify the estimates, or services of dead engineers, and would only pander to the idle pretense that subsidies granted to construct a road, can be taken at second hand by those who ride upon it, may very properly be boxed or burned up—no matter which. The outlawed loss and damage will be lamented and exaggerated by none but those antediluvian afterbirths, whose pluperfect, second future business it is to recount the cost of doubtful undertakings, and to discount the credit due to bold adventure, in the light of unexpected results. To them and their prepos-

terous subsidy-shams, our first citation of the law is our last. The 'granting Acts, as ratified by the Legislature of this State, provide that subsidized roads shall perform Government service "*at fair and reasonable rates of compensation, not exceeding the amounts paid by private parties for the same kind of service.*"

THE PROPOSED SPONGING REBATE ON NATIONAL SUBSIDIES.

Upon the profound supposition that the exigencies of construction and the vicissitudes of operation are financial equivalents, they claim for the State, in reduced freights and fares, a sponging rebate on National subsidies. In what amount, or for what time, or how apportioned to fare and freight departments, or how prorated over a system including unaided roads, or how distributed among their patrons, are queries never suggested nor answered by the problem-makers. When they shall have answered them and told us how to offset National donations or loans of credit for the construction of a railroad, against operating expenses, or how to liquidate corporate indebtedness by drawing upon it for current charges, we will join with the subsidized railroad companies in a vote of thanks to the charlatans who have presumed so much upon public credulity. For that purpose they can accept a confidence never reposed in them and give to the doubting public the benefit of their superior sagacity and judgment.

THEORETICAL TRUISMS AND PRACTICAL FACTS.

If by self-exposure they have put their dupes on inquiry, it is all up with their falsifications of fact and fallacies of reason. Having worked their field of operations to barrenness, their occupation and power for mischief have gone out together. Considerate and conservative people, attending to their own business, mutually interested in the productive and commercial industries and instrumentalities of the State, partners in its peace, plenty, and prosperity, may now judge others as they would be judged, by what they have done, are doing, and upon every known motive and principle of human conduct, must continue to do. That owners and directors should desire to perfect and popularize the management of railroads, inseparably correlated with the political and industrial forces impinging upon them, is not only a fair but a necessary presumption of law and common sense. That to do so, they must and will respond with the alacrity of enlightened self-interest to every reasonable demand upon their laborious and manifold service, is also to be presumed. That for such service in all its professional, clerical, and mechanical departments, there will be the best appointments of skilled and accommodating managers and agents, stimulated by tenures and promotions incident to a lifework, under a directory whose touch is authority, and in contact with business agencies and patrons whose intimation is guidance, is not only a fair presumption, but the truth of well ordered railway management here and everywhere. That to such reciprocities of interest, enterprise, and ambition, more than to all the rudimental anti-railroad reformers, who have distinguished themselves by exploded conceits and fallacies, the public is and always will be indebted for improved methods and reduced rates of safe and rapid transportation.

THE CENTRAL PACIFIC COMPANY—ITS PURPOSES AND ENEMIES.

But the proposition which thus betrays its own absurdities was never more nor better than a vicious appeal to partisan animosities, or to some prevailing prejudice. From war times the Central Pacific Company has been the special object of its untiring repetition. To wrest Government grants and loans of credit from the specific purposes for which they were made, has all along been the empty but designing threat of its enemies in the political and business world. The old cape, isthmus, coast, and river lines of transportation were never greatly interested in its success. Speculators and capitalists, who had declined its uncertain issues of riches or poverty, were not interested partners in its success. The exceptional purposes and conditions of the road, and the position of its owners in local politics, were the inducing and exciting causes of intense and unreasoning resentment. And in this confederation of hostile interests and influences may be included as economic and implacable foes of a road subsidized for national and military purposes, a few unreconciled and rancorous recruits from a cotemporary rebellion, which, failing to prove an alibi, was nailed by the Government like a coon skin to the barn door of the nation.

AD CAPTANDUM APPEALS DENOUNCED.

From out this array of adverse interests and influences, mutually stimulated into active antagonism, and intensified by the helping hand of the nation, have come the sinister war cries and invidious assaults so often excited and directed against the fighting and resisting Central Pacific Company, sheer justice to which is always accused of wearing its collar. But without its collar, and without the fear of its enemies, we have refused and still refuse to consider, for any other purpose than to denounce, this *ad captandum* appeal to all the meanness in the State. And because the truth will harm no one, and ought to be told, we believe and say that admitting such abuses and errors as are incident to the magnitude and almost infinite ramifications of the trade and transportation developed and assured by the much abused company, it has fulfilled its covenants with the Federal Government and with fate, and been steadfastly loyal and true to the State of California.

RIGHT OF WAY BY GIFT, PURCHASE, OR CONDEMNATION.

It has been and is the pioneer of the Southern Pacific system, and of the consequent progress and development which have invited and created the competing roads now contesting its supremacy. With multiplied inducements to railroad construction and competition, and the greater value of real estate, has come the necessity for branch roads and feeders, which must have the right of way over lands of private owners. There are just three ways under the sun by which it can be obtained—gift, purchase, and condemnation. Purchase and condemnation of private property for any public or quasi public use, differing only in the mode of compensation, are substantially the same. The purchase price fixed by the owner, or assessed by a jury and paid into Court, is the "just compensation" required by the Constitution. In either case, and for all the uses and purposes of the purchaser, at private or judicial sale, he takes with the sanctions of law and public requirement the title of his predecessor in interest. In either of the methods mentioned one railroad company may

acquire from another its corporate right of way; provided only that if by condemnation, it be for a greater and more necessary public use.

RIGHT OF EMINENT DOMAIN NOT A WRONG.

And this, be it remembered, is the constitutional and statutory right of eminent domain—the right wrong which constitutes the burden of complaining and pathetic appeals to the outraged people, in whose name and behalf, for purposes of preëminent utility and necessity, it can alone be exercised. What but the cultivated stupidity upon which it presumes could construe such a right into a grievous wrong? Why mention it at all, out of a proper proceeding in which to condemn something else and other than itself? To what subject of regulation or charge, upon a completed road, over a right of way for which one owner has received, and his successor in interest has paid, the purchase price, can it be considered at all germane? As a condition precedent to entry upon the desired right of way, if purchased at judicial sale, the Constitution and Code require “just compensation.” When the contemplated road has been completed and put in operation, the Civil Code, in letter and spirit the same as the common law and the unbroken current of judicial decisions, give to its owner and operator “reasonable compensation.” Thus the purchaser at private or judicial sale must have paid “just compensation” for his right of way; and for the use of his road which inures to the public, subject to his ownership, he may collect or receive from his predecessor in interest, as from all other persons, reasonable compensation and no more. If payment thereof be refused, he may refuse to carry. (Civil Code, Sec. 2173.)

AN EXTRAORDINARY OCCASION FOR ALARM.

What a subject for sensational statesmanship! Where are the anti-railroad representatives of themselves? Why are they not rousing the unsuspecting public? To make the most of an emergency that cannot last, will they not demand another extra session of the Legislature? If not, why not? We have had one to dragoon constitutional officers into such patriotic measures of public policy as uniform rates of transportation on railroads, uniformly paid in advance by subsidies and rights of way belonging to their owners, and also to interpose some interlocutory stump speeches in tax suits pending in the Courts. We have had another to reverse a decision of the Supreme Court and to condemn a right of way through the Bench for a pretended public use. True, each of them was a brainless failure, and the extraordinary occasions and statesmanship of both are in the bottomless pit of unfinished business. And since these eventful episodes the railroad companies have had judgment in the tax cases, and have nevertheless and all the same paid the sums for which they were sued, less attorney's fees, which they did not owe, and penalties which there was no crime to fit. If we have never mentioned them before, it is for the reason that they were none of our business, and that, as political stock in trade, they were a fraud from the beginning. And we break the silence brooding over the once loud discussion of subsidies and the right of eminent domain, as official obstructions or partisan shibboleths, merely to invoke against them the law in such case made and provided, and the average common sense of the people who have not been hopelessly deceived or prejudiced.

OWNERSHIP AND CONTROL OF RAILROADS.

Another dilemma of demagogues in this State has been, and is, how to sever the legal ownership of property in railroads, from its beneficial control, so as to subordinate both to their own mercenary schemes and conspiracies, and not cause a reaction against themselves. This attempted severance of principal and incident in derogation of common and statute law, has driven some of them to the damaging denial that railroads belong to their owners, to whom, for the purposes of taxation, they must be assessed. They, nevertheless, declare with vehement emphasis and repetition, that corporations should be "compelled to pay their taxes as individuals pay theirs." But if the State, in contemplation of law, is the real owner of the roads, it were folly to encumber them with fixed charges for taxes to its own credit, whether paid by itself, or by the disinherited corporations, as its agents and malgoozers. And again, to say that taxes, which are fixed charges upon all roads, whether owned and operated by the State or by private corporations, are paid by the patronizing business public, is both true and suggestive. When considered, it may occur to the people who have taxes to pay, that railroad tax-suits are not a bonanza for them, and that they have taken too much stock in a bankrupt syndicate of spoilsmen.

CONSTITUTIONAL AND STATUTORY PROVISIONS.

After all, the ownership and operation of railroads, within the scope of their charters, are and ought to be, beyond dispute. The Constitution (Art. 12, Sec. 18), predicates of "*works owned, leased, controlled, or worked*" by a railroad company, certain relations and interests, which are forbidden to its officers, and thus distinguishes between such interests and those which "flow from the ownership of stock." The statutes of 1880 (Chap. 57, Sec. 1), under penalty of forfeiture, requires the "*corporation or individual owning*" a road "*to operate the same*." The organic Act of 1880 (Chap. 59, Sec. 14), enumerates and specifies the "transportation companies" "*owning and operating*" railroads, and thereby subject to the jurisdiction of this Commission, as follows:

SEC. 14. The term "transportation companies" shall be deemed to mean and include:
First—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter, in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

TIME AND CIRCUMSTANCES OF THEIR ADOPTION.

If the Constitution and the statutes cited are to be interpreted as of the time and circumstances of their adoption, when "the whole country was full of gloomy prospects," they will be haunted by the spirit which inspired them. Referring to this time in his masterly summing up and decree in the Colton case, Judge Temple says:

No one can be unmindful of the business depression which pervaded the whole country, and, in fact, the commercial world, for a year or two preceding these events; and it hardly needs the testimony of the witnesses yet, to prove to Courts the extraordinary political revolution then apparently going on in this State. It is now easy to laugh at the fears then entertained, and to scoff the idea that capitalists were or capital was affected by it. The panic was real, and none the less so, because we can now see that many fears then entertained were idle. It is true that confidence was soon restored, but this cannot restore fortunes lost. However groundless the fears which destroy markets, while a panic lasts, the result is the same.

THE CONGENITAL CHARACTERISTICS OF THE COMMISSION.

Such were the time and circumstances in which this Commission had its ill-starred origin, since which it has been the Benhadad of profane scripture. Conceived in a frightful "panic," brought forth in foreboding sorrow, nurtured in convulsive disorder, and apprenticed in advance to agitating godfathers, from the beginning it has "made the storm a shelter." The misbegotten offspring of bluster and alarm, with the horoscope of a hard case, the only wonder is that it has not been disbanded and arrested as the active accomplice of tumult and commotion against the peace and welfare of the State. But if, since coming to its majority, it has made the best of bad antecedents, and has repudiated rot and riot, it should not be too harshly judged. If in obedience to the laws of its existence it has done what it should not have done, and left undone what it should have done, it is the fault of its designing miscreators and censors, who have never despaired of sending it off on a "fool's errand." But to give it the most blameless and beneficial mission possible, we have heretofore recommended the advisory functions common to most other commissions, and their best excuse for existence.

REASONS FOR IGNORING ITS RECOMMENDATIONS.

It is well, perhaps, that our recommendations have not been noticed. If they have been ignored in deference to the very general opinion that those engaged in the various useful callings of life and severally minding their own business, can and do manage it better than the State, or any of its political agents, we heartily concur. That the unsolicited recommendations of supernumeraries in any business is not worth a beggar's thanks has, doubtless, occurred to many who have never been favored with official interference in their own affairs. And even the most cowardly conservators of the general principle and rule of law, which attaches to ownership the control of property, will not deny to any agency which comes and goes at their own bidding, and in the service of all, the logic of rights which are their only safeguards. Hence the questions which are always left open, by the genius of republican institutions and the logic of existing laws. Why subject the corporations and individuals "owning and operating" railroads to the damaging interference which has been voted and kicked out of all other business? Why impose upon them within the scope of their charters and in addition to penalties of damage and forfeiture for negligence and abuse under general laws, the mandatory dictation of unquestioned authority, deemed by constitutional presumption "conclusively just and reasonable?"

ADVISORY POWERS NOT DESIRED BY SPOILSMEN.

It is a contradiction in terms, and therefore no answer, to say that, as common carriers, by exclusion from their class they become the rightful

thralls of arbitrary control. To rest the damaging discrimination against them, upon the comparative magnitude and importance of their business, would be to acknowledge a fraud upon the business and upon all concerned in it. And again, the overdrawn claims of political bankrupts on the public use of railroads, has not been, in this State, to promote such use, but to make it the spell-word of spoilsmen—the open sesame of the Forty Thieves. For this they have conspired and clamored without ceasing; and if they have failed to convert a public into a private and partisan use, it is not their fault. For this they would have wrested the control of all the railroads in this State, first from their owners, and then from this Commission. For this they would have taken the Commission into their foul conspiracies, and made it the Recording Angel of their diabolical demands. For this, and because it would not be used by them, it has been abused and belied. For this purpose it was quite unnecessary to couple with its free pass over all the railroads of the State any of the usual advisory powers and duties which are confessedly the best features of other Commissions. For this but one menacing and domineering power, backed by the bravado and license of highwaymen, was at all requisite. In the power of the Commission to revise, change, and slash systematic and complicated averages and adjustments of fares and freights, was found a convenient weapon with which to cover and command the way-faring railroad companies; and in the constitutional presumption that “whatever is, is right,” and shall be deemed “conclusively just and reasonable,” was found the protecting shield and buckler of the highwayman.

THE COMMISSION AS ITS DICTATORS WOULD HAVE IT.

Thus the Commission, as if it had been made to their order and for their purposes, has been beleaguered by self-constituted dictators. Their contemplated use of it has been too eager and evident to be disguised. Every law relating to its organization and functions turns and impinges upon the coveted revenues and treasures of corporations and individuals owning and operating railroads and certain watercraft engaged in domestic commerce. If it ever had any other function or mission on earth than that of a public and corporate inconvenience as traffic manager, it was to go about exclaiming with absurd Joseph Prudhomme, “The car of the State floats on a precipice!” To keep up appearances as traffic manager, and do a small business of their own on the large capital of others, its preposterous dictators have from time to time formulated demands for uniform reductions of fares and freights, always assuming that railroads should be run for all the world “as the crow flies,” regardless of grades and curvatures, of population and production, of class, value, and direction of freights, of competition, development, and all other factors and conditions of railroad service, save and except distance alone. In the collateral role of Joseph Prudhomme, while fooling and being fooled as a friend of the people, a Commissioner to be real good, honest, conscientious, consistent, and popular, must keep the imperilled “car of the State” floating high and dry on a precipice, and is expected to take such perfunctory cognizance of national subsidies, railroad tax suits, railroad problems, railroad monopolies, corporation methods, colossal fortunes, real reforms, and of such other incomparable stramash as will make him

“Without dispute,
Through all the realms of nonsense absolute.”

CONSIDERED AS IT IS—ITS EUROPEAN PROTOTYPE.

Such is the Railroad Commission of California, with its mandatory power for one mistaken purpose, constantly tending to something worse. That the offensive weapon conferred upon it has fallen into conservative hands is not enough. It is the symbol of irresponsible power, and a pernicious inducement to its exercise in utter disregard of the public good. Thus, a commission which came in a questionable shape has lost none of its forbidding and sinister aspects. From the sand lot to Campanella's City of the Sun it has but one prototype, and that is the bureaucratic system of jealous and oppressive espionage, by which European despots size down their subjects, and supervise their private affairs. It came to this country in the bad company of its communistic wards, and is not commended to republican adoption or naturalization by its alien ideals. With its minute ramifications, red tape, and routine, it has been and is the scourge and curse of countries where, unfortunately for them, it is more at home than in this broad land of free industrial opportunities and possibilities. To them, and not to proud and sentimental California, belong the guilty maxims that the "*King can do no wrong*," and that right or wrong the acts of his bureaucratic emissaries are "*conclusively just and reasonable*."

BUREAUCRATIC RAILROAD MANAGEMENT NOT A SUCCESS.

That such a system is as foreign to the genius and principles of government in this country as the superannuated old monarchies of which it is the characteristic and subservient adjunct, would seem to go for granted. And, as a system of railroad management, it is on trial even in Europe, where, by reason of its long and repressive sufferance, it has no self-made substitutes of the enterprising and self-reliant American type. On contrasted systems of government and private roads, with local influences and advantages always in favor of the former, it has lost favor by experimental comparison with corporate control, and the weight of well informed opinion on both sides of the ocean is decidedly against it, and is also largely opposed to government interference with private roads. Condensing what might be expanded into a book, we commend the conclusion arrived at, after a recent investigation in Italy by a commission appointed for that purpose, as follows: "The State is more omnipotent and less responsible than a private corporation." In Belgium, a recent parliamentary discussion relating to governmental railroads, under the most favorable conditions for a successful experiment, disclosed the inevitable tendency of political influence in their management. One member stated and denounced certain railroad regulations, which were, he said: "Established by political influence, and that alone." Another, confirming the statement, epitomizes the experience of the world, wherever subject to the same influences, as follows: "The members themselves are constantly urged in that direction, besought, pledged, or forced by those who will make these things a *party weapon*."

BUREAUCRATIC AND CORPORATE CONTROL IN BRITISH INDIA—A CONTRAST.

The experience of little economizing Belgium will serve as an example of that of Western Europe, on a much larger scale. It illustrates the beauties of bureaucratic railroading, so enchanting to placemen everywhere. No men know better than they that influences and interests of

paramount importance will predominate in politics. It is this that renders the control of railroads, which they did not build and could run only to ruin, by the spoils system of management, of such *paramount importance to them*. If they do not have it by virtue of State ownership, as in most European countries, then bureaucratic management is the medium through which they offer their valuable services, as in California. And of this, as contradistinguished from corporate or individual control, there are warning examples too numerous for reference. In British India, side by side, there are Government roads, subject to bureaucratic, and guaranteed private roads, subject to corporate control. Between them a late number of the *Indian Railway Service Gazette* makes an exhaustive comparison, running through every branch of railway service. It clearly and forcibly exhibits the "hard and fast procedure of the bureaucratic system," with its stereotyped "equal mileage rates" and statecraft, but "no traffic manager among the staff." It approves "*differentials*," by careful adjustments "between the *maxima and minima*" "to suit market prices and general demand," as having "the healthy glow of active and continuous personal effort from top to bottom," characteristic of wide-awake corporate management. And it sends home to the railroad world a striking contrast between the two contesting systems of management, as follows:

Contrast the position of these two agencies in their dealings with the public. In which can the greatest confidence of the public be reposed, and whence is the greatest cordiality of coöperation to be expected? From the bureau with its tortuous courses, or the company with its business conducted on purely commercial principles? Which agency is best fitted for treating the ever varying requirements of trade, and taking action on the delicate indications that, carefully followed up, lead to the certainties of profit—a State railway manager who can do little without previous sanction to be got from a distant center, or a guaranteed company with absolute powers for dealing with the public and ministering to their daily wants? A man who works principally to suit his own idea, or a company that works on the universal and well understood principle of commercial enterprise?

And again it urges the substitution of corporate for State management, as follows:

If the State railway agency is not suited to commercial working and we are satisfied that commercial working suits all parties, not overlooking the interests of the taxpayers, then we may view with equanimity the careful launching of more companies by the home authorities, and it would be a good thing to *make over those of the state also for the purpose of working*.

AN ECCENTRIC MISTAKE—REMEDIAL MEASURES.

From truisms of transportation and of industrial self-government, thus attested by the long experience of older countries, the eccentric departure of this young and developing State is a mistake. And if not corrected by substituting advisory for mandatory powers, the Commission should have rooms in the main offices of the several railroad companies of this city. As rate-making is essentially office work, by whomsoever done, the best place to do it is at corporation headquarters, in close and friendly relations with capable and obliging railroad officers and experts. If the advice of anti-railroad patriots be desired, that is precisely the place to find them. Most of them agree with us that the Commission, theoretically, is a bureaucratic agency, in the European sense, and of the class described. If not such in practice, it is because its mandatory and conclusive power for mischief has not been surrendered to a horde of spoilsmen whose sutlers are their statesmen. But while supplies cut off by a conservative administration are in sight, there will be a continuing motive for another foray,

and unless the sovereign people shall remove the inducing cause, they may yet realize the regret of an English Queen, when she exclaimed:

"The subjects' grief
Comes through commissions."

BUILDERS AND OWNERS SHOULD OPERATE RAILROADS.

To build and equip railroads to be controlled and cinched by awkward squads of political bunglers who always ignore the practical opinions and judgment of their owners, and whose superior wisdom comes from the sensational stump and press, will never be a very attractive business. It would be better, therefore, to encourage and justify construction by assurances of successful operation. To do this, disinterested incompetents should have the contracts, at what they are worth, for constructing railroads, to be thereafter controlled and operated by owners, the measure of whose interest in their success, aside from the natural desire to please, is their stake in the public service. Subject only to the fallibility of men in all their corporate relations and associations, this would make the best possible use of proverbial blunderers, and would also secure the highest attainable capacity and experience for the larger and more lasting interests of all concerned. It would insure the adoption at the beginning, of factors and principles of transportation which, like the irrepealable laws of nature, must and will prevail in the long run.

THEORY AND PRACTICE OF THE COMMISSION.

If they have not prevailed in our administration of this office, it is not by reason of any conceited ignorance or disregard of their intrinsic importance, but because of our inability to master and apply them as a well trained staff of railroad officers might have done. But they have been the governing factors in all our adjustments of fares and freights, whether by schedules prepared in this office, or by changes of classifications, and revisions of rates, which, from time to time, have been made by railroad companies, and submitted for our approval. Within the last year, as per Orders 27, 32, 33, 34, and 37, there have been four such changes and revisions, from higher to lower classes and rates, and one comparatively unimportant schedule of rates on the new road, from Berenda to Raymond. The modes of procedure and constituent elements of railroad service, to which we have steadily adhered, have been so often explained and defended in former reports, and have been so thoroughly vindicated in practice, that we need not dwell upon them here.

CONSTITUENTS OF SERVICE ILLUSTRATED IN CONNECTION WITH TRAIN, TON, AND PASSENGER MILES.

Some of the more patent and constant of these factors are necessarily and clearly implied in the *units of all railroad service, termed train, ton, and passenger miles*. As the *train mile* is the unit of railroad service, exclusive of all factors save distance alone, so the *ton mile* and *passenger mile* are the units of public use, measured by *distance and volume of business*, showing the ratio of loaded to empty trains. In the proportion that train miles exceed ton and passenger miles, the actual service and capacity of a given road are in excess of their public use, and empty trains are the measure of patronage to be supplied and secured. If this is to be done

by multiplying and replenishing the population, corporations have only the "coteremporary posterity" which comes from immigration, to be facilitated and encouraged by special inducements, such as were extended by all the transcontinental roads this side of the Missouri River, long prior to their rate wars. If it is to be done by fostering producing and manufacturing industries, and building homes in waste places, their development requires accommodating service and differential rates, so often mistaken and denounced for wanton discrimination. If competition has come with empty cars to divide ton and passenger miles, it means a still greater ratio of train to ton and passenger miles, or the alternative of pooling or competitive charges, regardless of unequal mileage for short and long hauls.

The dire alternative is thus not only presented, but it is properly accepted for the reason that fixed expenses do not depend upon distance of movement, and are a charge rather upon the *ton of freight* and passenger, as units of quantity and quality, than upon the ton and passenger mile, as *units of distance and volume of traffic*. Then, again, considered with reference to cost of movement, a train, ton, or passenger mile over an up-grade of twenty feet to the mile, costs about twice the power that it does to go the same distance on a level track, and over the maximum of gradients in this State, which is about one hundred and sixteen feet to the mile, it costs nearly nine times the power required for the same distance on a level road.

EQUAL MILEAGE RATES—SHORT AND LONG HAULS.

But because railroads have not quite annihilated distance, it remains to be considered and measured. In the estimation of political jockeys who, for their own purposes, would curb and cinch railroad companies, it is the sole factor of transportation. It is the all in all of "equal mileage rates," which they have so insolently demanded of Legislatures and of this Commission. It is an easy method of evening up unequal conditions and splitting differences, by a horizontal flight of imagination. It should be entitled "The railroad problem made easy for political experts." It is even more simple than the formula of the colored mathematician, which runs, "aught's a aught, one's a one, two to carry, ten to throw away, and nothing left." But seriously, who believes that such inherent constituents as volume, development, and competition can be voted, legislated, or trifled out of rail or water transportation? While they are among the substantive elements of railroad traffic, their relative importance is determined by the law of supply and demand. Hence, to shipper and carrier, direction is often vastly more important than the distance of movement. And as the objective market determines the direction, what becomes of distance as a controlling consideration for either of them? And for the longer haul, if peculiarly subject to competition or to the legitimate purposes of development, the charge should be less than for the shorter one in the same direction; and any arbitrary prohibition, in the Constitution or statutes, of this necessary and natural law of railroad service, ought to be removed.

FALSE THEORIES TESTED BY KNOWN CONDITIONS AND INEVITABLE RESULTS.

The delusive theory of equal mileage or uniform rates, is length without breadth, depth, or height. It presupposes a fortunate coincidence of conditions of which only Rasselas in his Happy Valley ever dreamed. It is rudely dispelled by the controlling realities which ultimately test its value in practice. Take the broad wonderland west of the Missouri River, and

where are the necessary conditions precedent to uniform rates to be found? Can the delusion be kept up over uninhabited deserts and plains? Looking out from mountain passes across receding ridges and foothills to the valleys they encircle, do they present the dead level conditions which are so flipantly assumed? And without the corresponding conditions, what are the practical results proposed by the advocates of uniform rates? They find empty cars at competitive stations, and while railing against pools, condemn them to continued emptiness by making *competitive charges the maximum* at all other points. They impose the same penalty upon the beneficial policy of special rates, for the legitimate purpose of development, by making *them the ruling rates* to the limits of their power to injure. By ignoring commercial distinctions of wholesale and retail trade, and imposing uniform rates upon both, they rob one class of shippers without favoring the other, or they favor the retail trader at a loss to the carrier. In the absence of all evidence to the contrary, it is fair to presume that no shipper who would not have to be blindfolded to get him aboard a car, ever desired or suggested uniform rates or their inevitable results.

SELF-EXECUTING LAWS OF TRADE AND COMMERCE.

To hush the cry of distress which has always come from political managers, a very few sympathetic shippers and producers may have joined in a preconcerted response. For that purpose uniform rates of fare and freight are good enough. But the producing and commercial world has never been greatly excited or alarmed at the self-government of railroads, which has always resulted in differential tariffs. It has found in railroads, everywhere, from shipping to objective markets and back again, the subservient agents of trade and commerce, subject to the same self-executing law of supply and demand. With this law always before them and presuming upon its constant operation and universal control, practical traffic managers first estimate the volume and direction of business in sight and to be developed; and second, operating expenses. Hence it is, that without mandatory, national, or international commissions, and varied only by local conditions, the same results are everywhere produced. In the populous countries of Western Europe, where the ratio of passenger to ton miles is nearly as two to one, freight rates are correspondingly high. Thus, in Great Britain, France, Belgium, Prussia, and Austria, the average rate per ton mile is 1.46 cents, and per passenger mile 1.58 cents. In the United States, where production is in excess of population, the relative average is reversed, and is found to be 1.06 cents per ton mile and 2.2 cents per passenger mile.

RESULTS OF THEIR OPERATION BROUGHT HOME.

Subject to the same governing factors that have made the rate per ton mile more, and per passenger mile less, in Europe than in the United States, they are relatively higher in the unsettled and uncultivated country west of the Missouri River than in the nation at large. Taking for comparison the Atchison, Topeka, and Santa Fé, Union Pacific, Bear River Grande, Texas Pacific, and Southern Pacific roads, the average rate per ton mile is 2.11 cents, or 49 per cent, and per passenger mile 3.43 cents, or 36 per cent above the national average, which includes all the great trunk lines of the East. In both departments of service the Southern Pacific Company is below the average of the five companies with which it is classed. On the whole system in California, Nevada, Utah,

New Mexico, and Arizona the average rate per ton mile is 1.83 cents, or about 14 per cent, and per passenger mile 2.45 cents, or 28 per cent less than the average of its group. And while we have not reduced the statement to actual demonstration, we know that the rates in California are much lower than on its Nevada and territorial divisions, probably in about the same proportion that those are below average rates on the Pacific group. And, very properly, they are about in the same proportion lower than rates on the shorter and weaker roads of this State.

CONDITIONS OF OPERATION AS INDUCEMENTS TO CONSTRUCTION.

What is there in this determinate adjustment of compensation to the varying conditions of service that should be subject to arbitrary revision, or that should be changed at all, otherwise than by the course of events and the continued operation of the pervading and mandatory law by which it has been produced? Where is the necessity for political tinkering and state-craft, which are so generally abhorred in this country and are the burden of unavailing reproach in other lands? Were the railroads of this State built at the bidding of arbitrary power? Will they be multiplied or extended for the benefit of political brokers? Left to the self-adjusting methods and primordial factors of transportation, it is held by experienced directories, that existing lines may be paralleled at distances of not less than twenty-five miles. And again, volume of traffic and probable development, being equivalent to the exceptional cost of construction and operation, it is found that trains can be moved over gradients of more than two hundred and fifty feet to the mile. But will railroad companies dance to the hurdy-gurdy tune of uniform rates? Will they build branches and feeders through the foothills of this State to be rated and rationed and starved by horizontal tariffs, in utter disregard of up-hill service? These questions answer themselves as we have from the beginning.

REPRODUCTION OF RAILROAD PLANT NOT ENOUGH.

At the time we came into this office the Southern Pacific Company was making trial trips on the second transcontinental road going out from this State, to challenge the wonder and admiration of the civilized world. In the deserts of the far south it was trying conclusions with destiny itself, and with what the gifted and genial Pendergast so aptly styled "the civilization of the lasso." The shriek of its engines had broken the silence of immeasurable solitudes, and even guachos and cowboys were hailing their resounding march to Galveston and New Orleans. It was the second grand success for California, and its richest trophies were at her feet. It was an extension of her old midland road to objective markets in the south, and as such, a costly and magnificent addition to her railroad plant. Mountains, deserts, floods, and cloudbursts necessitated frequent and costly repairs and renewals. But for California and her people, reproduction was merely the alternative of reaction. With two transcontinental trunk lines, connecting links, branches, and feeders were imperatively demanded.

A CONDITION OF ARRESTED DEVELOPMENT—ITS CAUSE.

Such was the inexorable logic of the situation by which we were confronted. The first step in the syllogism was the history of the roads, the second was the law of their existence, and the third was destiny. The

world had the history by heart. It was for us to administer the law with due regard to inevitable consequences. We knew the tendency of the railroads already built to develop something. If run through the loops and labyrinths of politics, there would be a diversified development of irresponsible rogues and road agents. We knew, also, that nothing would suit their purposes better than an executive vacancy and a subservient Railroad Commission. We could anticipate the angry agitation that their pretended disappointment would cause. Hence their warning bravado was quite superfluous and passed by us as the idle wind. Thus, when the emergency came, the Commission was prepared for it, and set up for itself in the manifest and lasting interest of the State and people. But when the agitators had played out their dramatic engagement, it was found that for two years railroad construction had been almost entirely suspended, and that a third overland road had entered the State, very naturally shielding itself from local invasion under a foreign charter and a federal protectorate.

HOPES DEFERRED MORE THAN REALIZED.

But in the vindication and triumph of law and the normal conditions of railroad enterprise, hopes deferred were more than realized. The result was anticipated in our last report as follows: "It is our conviction that if this State can be ruined by railroads, including *another thousand miles* of branches and feeders, it is a consummation devoutly to be wished. We shall leave to others the honor of adopting any rule of reduction, regulation, or any policy by which it may be delayed or discouraged." A year has passed and more than a thousand miles of extensions, branches, and feeders have been projected, and most of it is now in process of rapid construction. The strife of giants for supremacy and other favorable circumstances, have given to the southern counties of the State a brief precedence in the race of progress and prosperity, and it is not very exaggerative to say that some of them are worth more to the front foot than were their chief towns ten years ago. While their unexampled advancement foretells, it does not forestall that of their northern neighbors.

MANIFEST DESTINY OF NORTHERN CALIFORNIA.

The railroad era of Northern California must wait as they waited on the grand North and South Trunk road, that is to make the western terminals of all the transcontinental lines tributary to its traffic, and that is to be the unrivaled all-rail medium for the transfer and exchange of products and staples of commerce, indigenous to the differing climes of the Pacific Coast from Alaska to the City of Mexico. The supreme significance of this last and greatest of the roads originating in California, has been but faintly foreshadowed. To be even partially appreciated, it must be remembered that in its whole length through towns and cities of its own creation, through fertile valleys and communities to which it has brought the markets of the world, and over and across mountains, rivers, plains, and deserts, which it has surmounted and to which it gave the first startling signs of civilized life, it will illustrate all the exigencies and diversifications of railway construction, service, and development. To be fully realized, the California and Oregon road must be completed, as it would have been two years ago, but for a little inflated "boom" of anti-land-grant and anti-railroad economists. It is not only the finishing section, in what is substantially one line of road, reaching from the tropics to the icebergs, but it is the final segment in the incomparable circle of all rail connec-

tions, by which anti-railroad patriots may celebrate its completion by a jubilant excursion round the mighty nation. How deeply the mining and mountain counties will be indebted to them and their economical fallacies, including that of uniform rates, for the completion of a road with gradients of one hundred and sixteen feet to the mile in two divisions of ten and eleven miles, between Dunsmuir and Edgwood, and running up to a maximum of one hundred and seventy-four feet to the mile on the Siskiyou Mountains, and with many other exceptional conditions of construction and operation, we leave them to decide. In about one year they will have the completed road, with its magic influence upon values and industrial developments, and in their order, the resulting branch roads and feeders.

"THE MILLS OF THE GODS."

Thus we have had a good retrospect and better prospects to report. When the much-abused mule was the most gigantic monopoly in the State, the cinch was in necessary and decent use. But when the mule went out and the railroad came in, our occupation as cinchers was gone. Since then we have had mighty combinations of brains and money formed for undertakings of acknowledged public utility, of corresponding magnitude, not otherwise attainable. Some who had nothing to lose and everything to gain by the operation, were for awhile disposed to knock out the brains and take the money. But there was no legal sanction for such a forfeiture, and they seem to have changed their minds. Thus we have been progressing in the right direction, and such progress is conservatism. And now the railroads of the State, with the most cordial public approval, are everywhere extending and magnifying themselves, and are evidently striving, as was to have been expected, to subserve the use and to monopolize the business for which they were created. And as a guarantee of their success, "the mills of the gods," with the improved roller process, are all in full blast, grinding finer and faster, making better flour and more of it than ever before. The prospect is exceedingly gratifying, and only the happiest results are anticipated.

SOME APPARENT DISRESPECT FOR SHAMMERS AND PRETENDERS.

It was one of our first duties in this office to hold it and ourselves above the rot and rancor of the Punic war so long waged against an industry, the very importance and magnitude of which had made it the tempting object of predatory attack. In justice to all concerned, and especially such communities as had not yet suffered the coveted ruin of railroads, we indignantly repelled the dictation of importunate spoilsmen, whose reverberating self-applause was mistaken by none but themselves for popular approval. And as by their enmity we won the good opinion of better men, we could afford to treat their noisy demonstrations and extravagant mendacity with the official decorum and decency due more to ourselves than to them. So, also, with the courage of our convictions and of experimental opinions, we have confined ourselves to questions and theories made specially important by their false and fallacious treatment. But as the appropriate statement of a sham is an offensive exposure, and self-evident pretense is a contemptuous satire upon itself, we may have shown some apparent disrespect for shamers and pretenders.

CONCLUSION.

In taking our leave of this office, we do not bid adieu to California. We simply return to her jeweled hand the trust we have kept and administered in her name and interest. Bright, sunny-souled, and altogether lovely, as she is, good to the poor and just to the rich, fond of speed in man, horse, and associations, and pretty fast herself, we will spend our days, sit up nights, and stay with her to the end. As we love her best and bravest people, and believe in her destiny, we pity her hopeless croakers and despise her faithless demagogues. As fellow-citizens of friend and foe, we have with them a common interest in her peace and prosperity, and in all the enchantments of her city and country homes. In her name we take this occasion to thank the officers of the several railroad companies, some of whom have served her longer and better than is possible for any Commission, for polite and painstaking assistance, and for many courtesies. Having served her to the best of our ability, we congratulate our successors upon the auspicious prospects before them and upon the opportunities they will have to improve upon our administration.

Respectfully submitted.

G. J. CARPENTER,
President Railroad Commission.

WM. P. HUMPHREYS,
Railroad Commissioner Second District.



APPENDIX.

EXHIBIT "A."

MEETINGS HELD AND COMMISSIONERS PRESENT DURING THE TERM OF THE INCUMBENT BOARD—YEARS 1883-86, INCLUSIVE.

- January 9, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- January 23, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 1, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 5, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 6, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 12, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 14, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 19, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- February 26, 1883—At office, San Francisco, Commissioners Cprpenter, Humphreys, and Foote.
- February 27, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 5, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 6, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 13, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 15, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 16, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 19, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- March 26, 1883—At office, San Francisco, Commissioners Humphreys and Foote.
- April 2, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- April 9, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- April 12, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- April 16, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- April 17, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.
- May 4, 1883—At Palace Hotel, Colton, San Bernardino County, Commissioners Carpen-ter, Humphreys, and Foote.
- May 7, 1883—At City Court-room, Los Angeles, Commissioners Carpenter, Humphreys, and Foote.
- May 9, 1883—At County Court House, Bakersfield, Kern County, Commissioners Car-penter, Humphreys, and Foote.
- May 11, 1883—At County Court House, Visalia, Tulare County, Commissioners Carpen-ter, Humphreys, and Foote.
- May 12, 1883—At Justice's Court-room, Hanford, Tulare County, Commissioners Car-penter, Humphreys, and Foote.
- May 14, 1883—At passenger room of the depot, Fresno, Commissioners Carpenter, Humphreys, and Foote.
- May 15, 1883—At Hotel El Capitan, Merced, Merced County, Commissioners Carpenter, Humphreys, and Foote.

May 16, 1883—At County Court House, Modesto, Stanislaus County, Commissioners Carpenter, Humphreys, and Foote.

May 18, 1883—At rooms of the Board of Trade, Stockton, Commissioners Carpenter, Humphreys, and Foote.

May 29, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 1, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 6, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 11, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 13, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 25, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 26, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 27, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

July 2, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

July 31, 1883—At office, San Francisco, Commissioners Carpenter and Humphreys.

August 1, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 9, 1883—At office, San Francisco, Commissioners Carpenter and Humphreys.

August 31, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

September 5, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 5, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 19, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 23, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 31, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

November 16, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

December 17, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

December 21, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

December 27, 1883—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

January 7, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

January 18, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

February 5, 1884—At County Court House, Santa Rosa, Sonoma County, Commissioners Carpenter, Humphreys, and Foote.

February 6, 1884—At Grange Hall, Healdsburg, Sonoma County, Commissioners Carpenter, Humphreys, and Foote.

February 7, 1884—At Library Hall, Cloverdale, Sonoma County, Commissioners Carpenter, Humphreys, and Foote.

February 9, 1884—At Odd Fellows' Hall, Guerneville, Sonoma County, Commissioners Carpenter, Humphreys, and Foote.

February 15, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 7, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 21, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 28, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 29, 1884—At office, San Francisco, Commissioners Carpenter and Humphreys.

April 18, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

May 16, 1884—At office, San Francisco, Commissioners Carpenter and Foote.

May 27, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 18, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

July 18, 1884—At office, San Francisco, Commissioners Carpenter and Humphreys.

August 21, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

September 11, 1884—At office, San Francisco, Commissioners Humphreys and Foote.

September 22, 1884—At office, San Francisco, Commissioners Humphreys and Foote.

September 30, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 9, 1884—At office, San Francisco, Commissioners Carpenter and Humphreys.

October 21, 1884—At office, San Francisco, Commissioners Humphreys and Foote.

November 11, 1884—At office, San Francisco, Commissioners Carpenter and Humphreys.

November 29, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

December 2, 1884—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

January 5, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

February 17, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

February 26, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

March 2, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

April 1, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

May 29, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

June 9, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

June 13, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

July 30, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 4, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 5, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 6, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

September 3, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 2, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

November 5, 1885—At office, San Francisco, Commissioners Carpenter and Humphreys.

December 29, 1885—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

January 8, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

January 27, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

February 24, 1886—At office, San Francisco, Commissioners Carpenter and Humphreys.

March 3, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 23, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

March 31, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

April 27, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

May 24, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

June 2, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

July 20, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 16, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 19, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

August 20, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

September 4, 1886—At office, San Francisco, Commissioners Carpenter and Foote.

September 24, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

October 26, 1886—At office, San Francisco, Commissioners Carpenter and Humphreys.

November 26, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

December 23, 1886—At office, San Francisco, Commissioners Carpenter and Humphreys.

December 27, 1886—At office, San Francisco, Commissioners Carpenter, Humphreys, and Foote.

Meetings held during the year 1883..... 53
 Meetings held during the year 1884..... 25
 Meetings held during the year 1885..... 16
 Meetings held during the year 1886..... 19

Total..... 113

EXHIBIT "B."

INCIDENTAL EXPENSES OF THE BOARD OF RAILROAD COMMISSIONERS
FOR THE YEAR ENDING DECEMBER 31, 1886.

To rent of offices, 12 months, at \$71 50 per month	\$858 00
To fuel, lights, postage, expressage, subscriptions, stationery, etc.....	564 26
Total.....	<u>\$1,422 26</u>

Attest:

STAFFORD H. PARKER,
Secretary of the Board.

December 28, 1886.

EXHIBIT "C."

SOUTHERN PACIFIC COMPANY—PACIFIC SYSTEM AND NORTHERN DIVISION.

STATEMENT SHOWING MILES OF ROAD OPERATED, JANUARY 1 TO DECEMBER 31, 1886.

PACIFIC SYSTEM AND OTHER RAILROADS IN THE STATE OF CALIFORNIA.

	Miles.	Miles.
<i>Central Pacific Railroad—</i>		
San Francisco to Ogden	279.86	
Niles to San José	17.54	
Lathrop to Goshen	146.08	
Oakland local lines	4.84	
Alameda local lines	12.47	
Roseville to Delta	190.08	
Delta to Gibson	7.22	
Gibson to Hazel Creek	5.60	
Hazel Creek to Dunsmuir	10.90	
Dunsmuir to McCloud	13.10	
		687.69
<i>California Pacific Railroad—</i>		
Vallejo Junction to Vallejo	2.00	
Vallejo to Sacramento	60.39	
Davis to Knight's Landing	18.57	
Napa Junction to Calistoga	34.48	
		115.44
<i>Northern Railway—</i>		
West Oakland to Delaware Street	4.53	
West Oakland to New Martinez	31.03	
Port Costa to Suisun	17.33	
Woodland to Tehama	100.74	
		153.63
<i>San Pablo and Tulare Railroad—</i>		
Near Martinez to Tracy	46.51	
		46.51
<i>Stockton and Copperopolis Railroad—</i>		
Stockton to Milton	30.00	
Peters to Oakdale	19.00	
		49.00
<i>Amador Branch Railroad—</i>		
Galt to Ione	27.20	
		27.20
<i>Berkeley Branch Railroad—</i>		
Shell Mound to Berryman	3.84	
		3.84
<i>San Joaquin Valley and Yosemite Railroad—</i>		
Berenda to Raymond	21.00	
		21.00

	Miles.	Miles.
<i>Los Angeles and San Diego Railroad—</i>		
Florence to Santa Ana	27.60	
		27.60
<i>Los Angeles and Independence Railroad—</i>		
Los Angeles to Santa Monica	16.83	
		16.83
<i>Southern Pacific Railroad of California—</i>		
Huron to Colorado River at Yuma	529.12	
Los Angeles to San Pedro	24.24	
		553.36
Total Pacific system, not including Northern Division (in California)		1,702.10

NORTHERN DIVISION.

<i>Southern Pacific Railroad—</i>		
San Francisco to Tres Pinos	100.49	
Cornadero to Soledad	60.40	
Soledad to Kings	20.30	
Kings to San Ardo	19.20	
San Ardo to San Miguel	24.40	
San Miguel to Paso Robles	9.30	
Paso Robles to Templeton	5.50	
		239.59
<i>San José and Almaden Railroad—</i>		
Hillsdale to Almaden	7.80	
		7.80
<i>Monterey Railroad—</i>		
Castroville Junction to Monterey	15.12	
		15.12
<i>Pajaro and Santa Cruz Railroad—</i>		
Pajaro to Santa Cruz	21.20	
Aptos to Monte Vista	5.00	
		26.20
Total Northern Division		288.71
Total Pacific system in California, including Northern Division		1,990.81
<i>Central Pacific Railroad (between San Francisco and Ogden)—</i>		
In the State of Nevada	448.73	
In the Territory of Utah	154.64	
		603.37
<i>Southern Pacific Railroad of Arizona—</i>		
Yuma to Territorial line of New Mexico, in the Territory of Arizona	383.74	
		383.74
<i>Southern Pacific Railroad of New Mexico—</i>		
Territorial line of New Mexico to El Paso, in the Territory of New Mexico	171.06	
		171.06
Total Pacific system without the State of California		1,158.17
Total Pacific system		3,148.98
<i>California Southern Railroad—</i>		
National City to Barstow		210.42
<i>Los Angeles and San Gabriel Valley Railroad—</i>		
Los Angeles to Lamanda Park		11.80
<i>Northern California Railroad—</i>		
Marysville to Oroville		26.50
<i>San Francisco and North Pacific Railroad—</i>		
Donahue to Cloverdale	56.00	
Junction to San Rafael	20.50	
San Rafael to Tiburon	9.00	
Fulton to Guerneville	16.00	
		101.50
<i>Sacramento and Placerville Railroad—</i>		
Sacramento to Shingle Springs		47.71
<i>Vaca Valley and Clear Lake Railroad—</i>		
Elmira to Madison		29.00
<i>Visalia Railroad—</i>		
Visalia to Goshen		7.33
Total		434.26

NARROW GAUGE RAILROADS.

	Miles.
<i>Carson and Colorado Railroad—</i>	
State Line to Keeler, Inyo County.....	108.00
<i>Nevada County Narrow Gauge Railroad—</i>	
Colfax to Nevada City.....	22.64
<i>North Pacific Coast Railroad—</i>	
Saucelito to Ingram's	86.25
<i>Pacific Coast Railroad—</i>	
Port Harford to Los Alamos	63.86
<i>Sonoma Valley Railroad—</i>	
Sonoma Landing to Glen Ellen.....	21.43
<i>South Pacific Coast Railroad—</i>	
Oakland Point to Santa Cruz.....	84.60
<i>San Joaquin and Sierra Nevada Railroad—</i>	
Brocks to Valley Spring	39.60
Total narrow gauge railroads in California	426.38
Total miles broad gauge railroad in California.....	2,425.07
Total miles narrow gauge railroads in California	426.38

EXHIBIT "D."

MILEAGE TRAFFIC, ETC., AS REPORTED BY RAILROAD COMPANIES FOR THE YEAR 1885.

Southern Pacific Company.

13. Total freight mileage, or tons carried one mile.....	} See report of C. P. R. R. in- cluded therein. 6 cents. 2.17 cents. 15 cents. 1.86 of a cent. 4.90 10.51
14. Total freight mileage to and from other roads.....	
15. Highest rate of fare per mile for any distance (excluding one mile)....	
16. Lowest rate of fare per mile for any distance (single fare).....	
21. Highest rate of freight per ton per mile for any distance.....	
22. Lowest rate of freight per ton per mile for any distance.....	
26. Average number of cars in passenger trains (including baggage cars)...	
27. Average number of cars in freight trains, basis of eight-wheel.....	10.51

Central Pacific Railroad.

13. Total freight mileage, or tons carried one mile	654,206.152
14. Freight mileage to and from other roads.....	315,194.775
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare):	
Main line.....	1.663 cents.
Ferry	1.05 cents.
Commutation .....	.004 cent.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.44½ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	3.15½ cents.
18. Average rate of fare per mile received from passengers and from other roads.....	2.46½ cents.
20. Average rate of fare per mile for all passengers.....	2.45 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	.29 of a cent.
23. Average rate of local freight per ton per mile on roads operated by this company	2.48 cents.
24. Average rate of freight per ton per mile to and from other roads.....	1.14 cents.
25. Average rate of freight per ton per mile for all	1.83 cents.
26. Average number of cars in passenger trains (including baggage cars)...	5.57
27. Average number of cars in freight trains, basis of eight-wheel	14.12

Southern Pacific Railroad Company.

13. Total freight mileage, or tons carried one mile.....	2,596,548.64
15. Highest rate of fare per mile for any distance (excluding one mile)....	10 cents, max.
16. Lowest rate of fare per mile for any distance (single fare).....	2 ¹⁷ / ₁₀₀ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	3 ¹⁰ / ₁₀₀ cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	2 ¹⁰ / ₁₀₀ cents.
19. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket.....	¹⁰ / ₁₀₀ cent.
20. Average rate of fare per mile for all passengers.....	2 ¹⁰ / ₁₀₀ cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	3 ¹⁰ / ₁₀₀ cents.
26. Average number of cars in passenger trains (including baggage cars).....	4 ¹⁰ / ₁₀₀ cents.
27. Average number of cars in freight trains, basis of eight-wheel.....	17 ¹⁰ / ₁₀₀ cents.

Sacramento and Placerville Railroad Company.

13. Total freight mileage, or tons carried one mile.....	1,957,226 ¹³ / ₁₀₀
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	6 cents.
20. Average rate of fare per mile for all passengers.....	5 ¹⁰ / ₁₀₀ cents.
21. Highest rate of freight per ton per mile for any distance.....	15.4 cents.
22. Lowest rate of freight per ton per mile for any distance.....	4.5 cents.
25. Average rate of freight per ton per mile for all.....	9.9 cents.
26. Average number of cars in passenger trains (including baggage cars)....	3
27. Average number of cars in freight trains, basis of eight-wheel.....	10

Mileage traffic, etc., of the following roads included in report of Southern Pacific Company, viz.:

Amador Branch Railroad Company.
 Berkeley Branch Railroad Company.
 California Pacific Railroad Company.
 Northern Railway.
 San Pablo and Tulare Railroad Company.
 Stockton and Copperopolis Railroad Company.

Mileage traffic, etc., of the following roads included in report of Central Pacific Railroad Company, viz.:

Los Angeles and Independence Railroad Company.
 Los Angeles and San Diego Railroad Company.
 Monterey Railroad Company.
 Pajaro and Santa Cruz Railroad Company.

California Southern Railroad Company.

13. Total freight mileage or tons carried one mile.....	2,288,300
14. Freight mileage to and from other roads.....	90,901
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	3 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	3.98 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	4.95 cents.
20. Average rate of fare per mile for all passengers.....	4.02 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	3.51 cents.
24. Average rate of freight per ton per mile to and from other roads.....	4.30 cents.
25. Average rate of freight per ton per mile for all.....	3.54 cents.
Average rate of freight per ton per mile products of this State.....	3.44 cents.
Average rate of freight per ton per mile products of other States.....	4.15 cents.
26. Average number of cars on passenger trains (including baggage cars).....	3
Average number of cars on freight trains, basis of eight-wheel.....	7

Los Angeles and San Gabriel Valley Railroad.

13. Total freight mileage or tons carried one mile.....	27,771
15. Highest rate of fare per mile for any distance (excluding one mile)....	4 cents.
16. Lowest rate of fare per mile for any distance (single fare)	4 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	4 cents.
19. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket.....	2 $\frac{1}{2}$ cents.
20. Average rate of fare per mile for all passengers.....	3 $\frac{1}{2}$ cents.
21. Highest rate of freight per ton per mile for any distance.....	\$3 20
22. Lowest rate of freight per ton per mile for any distance .....	.05 $\frac{1}{2}$ cents.
25. *Average rate of freight per ton per mile for all.....	13 $\frac{1}{2}$ cents.

Northern California Railroad Company.

15. Highest rate of fare per mile for any distance (excluding one mile)...	7.54 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5.55 cents.
21. Highest rate of freight per ton per mile for any distance—first class ...	11.32 cents.
22. Lowest rate of freight per ton per mile for any distance	2.64 cents.

Vaca Valley and Clear Lake Railroad Company.

15. Highest rate of fare per mile for any distance (excluding one mile) ...	7 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	6 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	6 cents.
20. Average rate of fare per mile received from all passengers.....	6 cents.
21. Highest rate of freight per ton per mile for any distance.....	20 cents.
22. Lowest rate of freight per ton per mile for any distance	4 $\frac{1}{2}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	7 cents.
24. Average rate of freight per ton per mile to and from other roads	7 cents.
26. Average number of cars in passenger trains (including baggage cars).....	2

Nevada County Narrow Gauge Railroad Company.

13. Total freight mileage or tons carried one mile.....	527,324
15. Highest rate of fare per mile for any distance (excluding one mile)....	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 $\frac{1}{2}$ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	5 $\frac{1}{2}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	10 cents.
20. Average rate of fare per mile for all passengers.....	8 $\frac{1}{2}$ cents.
21. Highest rate of freight per ton per mile for any distance.....	20 cents.
Under seven miles.....	25 cents.
22. Lowest rate of freight per ton per mile for any distance	3 $\frac{1}{2}$ cents.
Under five miles.....	7 $\frac{1}{2}$ cents.
25. Average rate of freight per ton per mile for all.....	16 $\frac{1}{2}$ cents.
26. Average number of cars in passenger trains (including baggage cars).....	2 $\frac{1}{2}$
27. Average number of cars in freight train, basis of eight-wheel.....	4

North Pacific Coast Railroad Company (N. G.).

13. Total freight mileage, or tons carried one mile.....	2,535,858
15. Highest rate of fare per mile for any distance (excluding one mile)...	8 $\frac{1}{2}$ cents.
16. Lowest rate of fare per mile for any distance (single fare)	2 $\frac{1}{2}$ cents.
17. Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2 $\frac{1}{2}$ cents.
19. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket.....	1 $\frac{1}{2}$ cents.
20. Average rate of fare per mile for all passengers.....	1 $\frac{1}{2}$ cents.
21. Highest rate of freight per ton per mile for any distance.....	46 $\frac{1}{2}$ cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{1}{2}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	4 $\frac{1}{2}$ cents.
25. Average rate of freight per ton per mile for all.....	4 $\frac{1}{2}$ cents.
26. Average number of cars in passenger trains (including baggage cars).....	4
27. Average number of cars in freight trains, basis of eight-wheel.....	20

*NOTE.—Business is largely small shipments. Minimum charge, 25 cents.

Pacific Coast Railway Company (N. G.).

13. Total freight mileage, or tons carried one mile	942,891 $\frac{3}{4}$
20. Average rate of fare per mile for all passengers .....	.05 $\frac{1}{2}$ cent.
25. Average rate of freight per ton per mile for all .....	.07 $\frac{1}{4}$ cent.

San Joaquin and Sierra Nevada Railroad Company (N. G.).

15. Highest rate of fare per mile for any distance (excluding one mile)...	8 $\frac{3}{4}$ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	4 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{1}{2}$ cents.

South Pacific Coast Railroad Company (N. G.).

13. Total freight mileage, or tons carried one mile	7,932,436
17. Average rate of fare per mile (not including season tickets), received from local passengers on roads operated by this company	2.25 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	3.03 cents.
19. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket.....	7 $\frac{1}{10}$ cent.
20. Average rate of fare per mile for all passengers	1.85 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	4.57 cents.
25. Average rate of freight per ton per mile, products of this State.....	4.57 cents.
26. Average number of cars in passenger trains, including baggage cars..	5
Average number of cars in freight trains, basis of eight-wheel.....	20

The following named railroad companies, in their report for the year 1885, have not given statistics for mileage traffic, etc., as required on page 31 of blank report furnished by this Commission :

*Carson and Colorado Railroad, Third Division—Narrow Gauge.**San Francisco and North Pacific Railroad Company.*

25. Average number of cars in passenger trains, including baggage cars..	4
26. Average number of cars in freight trains, basis of eight-wheel.....	20

Sonoma Valley Railroad Company—Narrow Gauge.

25. Average number of cars in passenger trains, including baggage cars..	3
26. Average number of cars in freight trains, basis of eight-wheel.....	8

Visalia Railroad Company.

EXHIBIT "E."

THE BEGINNING OF A CONTINUING CONTROVERSY BETWEEN THE COMMISSION AND THE ATLANTIC AND PACIFIC COMPANY, NOW OWNING AND OPERATING THE SOUTHERN PACIFIC ROAD FROM THE NEEDLES TO MOJAVE, IN THIS STATE.

The official record of this controversy for 1884, will be found in the report of the Commission for that year, pages 16, 17, and 18, as follows:

THE ATLANTIC AND PACIFIC RAILROAD COMPANY, A FOREIGN CORPORATION, OPERATING A ROAD IN CALIFORNIA.

From and since October 1, 1884, the Atlantic and Pacific Railroad Company, a foreign corporation, having its principal place of business at Albuquerque, in New Mexico, has operated the Southern Pacific Railroad, Colorado Division, a distance of two hundred and forty and thirteen hundredths miles, from Mojave to the Needles, in this State. The

schedule rate for passenger fare between said stations is six cents. Being informed that said company was charging eight cents per mile, supposed to be its New Mexican rate, between said stations, the Secretary of this Commission was directed to inquire of W. C. Dennison, General Freight and Passenger Agent of said New Mexican road, as follows:

OFFICE OF THE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 16, 1884. }

W. C. DENNISON, Esq., *General Passenger and Ticket Agent, Atlantic and Pacific Railroad Company:*

DEAR SIR: Will you, at your earliest convenience, oblige this Board with a copy of your local passenger tariff, now in force over the road under your management from Mojave to the Needles.

Yours respectfully,
W. R. ANDRUS, Secretary of the Board.

The reply received is as follows:

ALBUQUERQUE, N. M., October 20, 1884.

W. R. ANDRUS, Esq., *Secretary Board of Railroad Commissioners, San Francisco:*

DEAR SIR: Replying to yours of the sixteenth instant, our passenger tariff between the Needles and Mojave is eight cents per mile. We are operating this portion of the road under United States Government charter.

Yours truly,
W. C. DENNISON, G. P. A.

At the next meeting of this Commission, letters were read from Colonel J. J. Tobin to Commissioners Carpenter and Foote, complaining of an overcharge by said Atlantic and Pacific Railroad Company, on said division, of two cents per mile in excess of schedule rates.

Thereupon, to ascertain if said offending company had filed in the office of Secretary of State, of this State, the designation of some person upon whom process against said company might be served, as required by the Act of April 1, 1872, Commissioner Carpenter introduced an order, which was adopted, as follows:

"It is hereby ordered that T. L. Thompson, Secretary of State, be and is hereby requested to furnish this Commission a certified copy of any statement filed in his office by the Atlantic and Pacific Railway Company, a foreign corporation doing business as a common carrier in this State, designating its principal place of business therein, and some person upon whom process issued by authority thereof may be served.

"And the Secretary of this Commission is hereby directed, upon the receipt of such statement, to transmit to the person designated as the proper officer of said company, at his place of business, for correction or explanation, the letter of Colonel J. J. Tobin, complaining of an overcharge for passenger fare on the road operated by said company in this State."

In answer to a letter by the Secretary, as directed, the reply is as follows:

STATE OF CALIFORNIA, SACRAMENTO, December 5, 1884.

W. R. ANDRUS, Esq., *Secretary Railroad Commissioners, San Francisco:*

DEAR SIR: In response to your communication first instant, inclosing Order 21 of the Board of Railroad Commissioners, I have the honor to inform the Commission, through you, that the records of this office show no statement filed by the Atlantic and Pacific Railway Company upon whom process may be served.

Very respectfully,

THOS. L. THOMPSON, Secretary of State.

Thereupon it was ordered by the Commission that its Secretary should inquire by letter directed to W. C. Dennison, General Freight and Passenger Agent of the Atlantic and Pacific Railroad Company, residing at Albuquerque, New Mexico, what rates of fare his company were charging in this State; and should also transmit to him the letters of Colonel Tobin.

To this inquiry and reference the answer is as follows:

ALBUQUERQUE, N. M., December 2, 1884.

W. R. ANDRUS, Esq., *Secretary Board of Railroad Commissioners, State of California:*

DEAR SIR: Your letter received. Our passenger rate over the California Division, Needles to Mojave, has been six (6) cents per mile since October twenty-first.

If Mr. J. J. Tobin will send his receipts to me, the excess paid by him will be refunded.

Yours truly,
W. C. DENNISON, General Passenger Agent.

This last official note would seem to end the controversy. The offending company has returned to schedule rates, and will refund, as an overcharge, what it has received in excess of them.

If there was an overcharge, it was so because in excess of established rates then in force. Considered, therefore, as an assurance of "indemnity for the past and security for the future," whether made under cover of a United States Government charter, or none at all, is wholly immaterial.

It was so from the beginning. Whether as purchaser or lessee, the newcomer took the road it is operating in this State, subject to its laws, and with notice of the charter and corporate obligations of its predecessor in interest. Subject to State control, as to all except interstate traffic, it is the corporate obligations and relations of the grantor or lessor that must govern the franchise and its public use. In *Brown vs. The Railroad Company*, 17 Wall., 445, the Court say: "It is the accepted doctrine in this country that a railroad corporation cannot escape the performance of any duty or obligation imposed by its charter, or the general laws of the State, by a voluntary surrender of its road into the hands of lessees."

For analogous cases and same doctrine see *Thomas vs. The Railroad Company*, 101 U. S., 83; *York and Maryland Line Railroad Company vs. Winans*, 17 Howard, 30. Without absolving the chartered grantor or lessor, a new party is admitted to its relations with the community, and is bound by them. (*Campbell vs. M. and C. R. R. Co.*, 22 Ohio R., 168.) "The remedy against the lessee is cumulative only." (*Bower vs. The B. and S. W. R. R. Co.*, 42 Iowa.)

PROCEEDINGS OF THE COMMISSION RELATING TO THE ATLANTIC AND PACIFIC COMPANY IN 1885.

On the sixth day of August, 1885, on motion of Commissioner Carpenter, it was ordered as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

The Secretary of this Commission is hereby directed to transmit by mail to W. A. Bissell, Pacific Coast Freight Agent of the Atlantic and Pacific Railroad Company, at his office in the City of San Francisco, an attested copy of the communication following:

DEAR SIR: The Board of Railroad Commissioners of the State of California respectfully request answers in writing to the questions following:

First—At what time, upon what terms, and by what title did your company take possession and assume the management of that line of road, 242.8 miles in length, extending from the Colorado River to Mojave, in this State, and known as the Mojave Division of the Atlantic and Pacific Railroad?

Second—Are the management and operation of said division, by purchase or lease, distinct and separate from those of other roads in this State?

Third—What traffic, trackage, or prorating agreements, if any, has said division with other roads in this State?

Fourth—What cause, if any, can be shown why the schedule of freight charges and classifications established and in force upon said division at the date of its transfer to your company should not now be maintained and enforced?

Fifth—If, to show such cause as your company may have, you desire to appear before the Commission, at what time will it be convenient for you to do so?

Answers to the foregoing questions, at your earliest convenience, are respectfully requested, as per order of the Commissioners.

Very truly,

W. R. ANDRUS, Secretary.

On the first day of September, 1885, W. A. Bissell, Pacific Coast Freight Agent of the Atlantic and Pacific Railroad Company, appeared in person at the office of the Commission, and submitted for examination and approval the tariff of freight rates and amended classification thereafter considered and approved.

Commissioners Humphreys and Carpenter being present, he read to them the written agreement between his company and the Southern Pacific Company, showing substantially what is more fully stated in the communication of Solicitor J. A. Williamson, which is hereinafter inserted as a part of this record.

On the nineteenth day of August, 1885, by order of the Commission, the Atlantic and Pacific Railroad Company was required to make its annual report to this office in the usual form as follows:

STATE OF CALIFORNIA, OFFICE OF THE BOARD OF RAILROAD }
COMMISSIONERS, SAN FRANCISCO, August 19, 1885. }

To Atlantic and Pacific Railroad Company:

The accompanying blanks for annual report are to be filled up and returned to this office on or before the fifteenth day of October, 1885.

By order of the Board of Railroad Commissioners.

Per W. R. ANDRUS, Secretary.

P. S.—Extra copies of blanks can be had at this office if desired.

To the foregoing requirement the reply of the company, declining to comply therewith, was received and filed in this office on the sixteenth day of October, as follows:

ATLANTIC AND PACIFIC RAILROAD COMPANY LAW DEPARTMENT, }
ALBUQUERQUE, NEW MEXICO, October 10, 1885. }

To the Board of Railroad Commissioners, 320 Sansome Street, San Francisco, Cal.:

GENTLEMEN: Your printed form of letter, dated August 19, 1885, signed by W. R. Andrus, transmitting blank form of annual report of the Colorado Division of the Atlantic and Pacific Railroad Company, for the year ending December 31, 1884, has been referred to me by Henry C. Nutt, President of the company, with instructions to write to the Commissioners, giving them in a courteous manner the reasons for not making the report asked for.

In obedience to this instruction, I have the honor to very briefly set forth the reasons which appear to me to be sufficient in law for not undertaking the somewhat difficult task of making the report required, until by correspondence or otherwise, it shall be shown to be a duty.

The Atlantic and Pacific Railroad Company was chartered and created a body politic and corporate by Act of Congress approved July 27, 1866, entitled "An Act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific Coast." (14th Statutes, 292.)

Among the various grants of land, right of way, powers, and privileges conferred on said company by said Act, those hereinafter set out in quotations from the charter are submitted for your consideration.

"Section 3. * * * *Provided*, that if said route shall be found upon the line of any other railroad route, to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount heretofore granted shall be deducted from the amount granted by this Act; *provided further*, that the railroad company receiving the previous grant of land may assign their interest to said Atlantic and Pacific Railroad Company, or may consolidate, confederate, and associate with the said company, upon the terms named in the first and seventeenth sections of this Act."

In pursuance of the right conferred by this provision of the charter, the Atlantic and Pacific Railroad Company did, on the twentieth day of August, 1884, enter into contract with the Southern Pacific Railroad Company, for the purchase of 242 $\frac{37}{100}$ miles of railroad, constructed by said Southern Pacific Railroad Company, between a point called the Needles, on the Colorado River, and a station on said Southern Pacific Railroad called and known as Mojave, by which it acquired ownership and control of said 242 $\frac{37}{100}$ miles of railroad.

On the first day of October, 1884, the Southern Pacific Railroad Company turned over to the Atlantic and Pacific Railroad Company the railroad purchased by it between the Colorado River and Mojave, and the said last named company has since that time operated said railroad.

In consequence of the fact that the Southern Pacific Railroad Company had incumbered said road, so sold to the Atlantic and Pacific Company, with a mortgage from which it could not readily be released, the last named company pays an amount equal to the interest on the unpaid part of the purchase money, at the rate of six per cent per annum, to the Southern Pacific Railroad Company, and will continue to pay such sum until the road is freed from incumbrance and the transfer fully completed.

The above fact is stated so that it may appear clearly that no evasion or concealment is intended.

Section 11 of the charter is as follows:

"Section 11. *And be it further enacted*, That the said Atlantic and Pacific Railroad, or any part thereof, shall be a post route and military road, subject to the use of the United States for postal, military, naval, and all other government service. And also subject to such regulations as Congress may impose, restricting the charges for such government transportation."

It will be seen by this section that Congress exercised a right that cannot be successfully disputed as belonging to it, viz.: that of chartering and by an agent constructing a railroad, and declaring the same, or any part thereof, to be a post route and military road and subject to the use of the United States for postal, military, naval, and all other government service.

The thirteenth section of the charter reads as follows:

"Section 13. *And be it further enacted*, That the Directors of said company shall make and publish an annual report of their proceedings and expenditures, verified by the affidavits of the President, and at least six of the Directors, a copy of which shall be deposited in the office of said Secretary of the Interior; and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof."

It will be seen that this section provides that the Directors of the Atlantic and Pacific Railroad Company shall report to the Secretary of the Interior; that the Directors shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part of it.

The language of this section is very clear and concise. And if Congress had the right to delegate this authority solely to the Directors of the company, it will not be claimed that they can be deprived of it by an Act of the Legislature of the State of California.

It is not denied that Article XII of the Constitution of the State of California, and the laws passed by the Legislature in pursuance of said article, are in conflict with the rights claimed to be conferred by the charter of the Atlantic and Pacific Railroad Company upon its officers and Directors; and the question arises as to which is the paramount authority.

It is claimed by the Atlantic and Pacific Company that Congress has the right to charter a company to construct a railroad, declared by it to be a post route and military road, and to its control at all times, and consequently it must refuse to recognize the alleged authority on the part of the State of California, to demand reports of all its acts and doings, to regulate its rates of freights and fares, and to supervise its acts in matters especially named and delegated by Congress to its Directors.

Section 20 of the charter is as follows:

"Section 20. *And be it further enacted*, That the better to accomplish the object of this Act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times, but particularly in time of war, the use and benefits of the same for postal, military, and other purposes, Congress may at any time, having due regard for the rights of said Atlantic and Pacific Railroad Company, add to, alter, amend, or repeal this Act."

Nothing is more clear than the intention of Congress, as expressed in this section, to always keep control of this road, and to make such amendments and alterations in its charter as it may from time to time see proper, having due regard to the rights of the stockholders, who are declared to form the body politic and corporate.

Relying upon the provisions of the charter, herein set out, as being sufficient to show that the Atlantic and Pacific Company is exempt from supervision by the Board of Commissioners of the State of California, I have thought it unnecessary to enter upon a discussion of the power of Congress to create a corporation to aid the general government in the performance of functions and powers reserved to it by the Constitution.

The decisions of the Supreme Court during the past twenty years, which might be cited, and the text-books by able authors founded upon these decisions, serve to render such discussion unnecessary at this time.

The Atlantic and Pacific Railroad Company, as before stated, is required by law to report to the Secretary of the Interior, on blanks approved and furnished by his department, and to that end and for the purpose of lessening the labor and facilitate the making of such reports, the books of the company are so arranged that abstracts from them form the report.

The report which you require is so entirely different in its form as to require a change in the manner of keeping the books of the company, and would involve so much labor that it is impracticable to make the report as an act of courtesy.

I do not doubt that the company will take pleasure in furnishing you, as an act of courtesy, with a copy of such reports as it has made to the honorable Secretary of the Interior, since it has acquired the road designated by you as the Colorado Division of the Atlantic and Pacific Railroad, if you so desire.

Very respectfully,

J. A. WILLIAMSON, General Solicitor.

At a meeting of the Commission on the twenty-ninth day of December, 1885, Commissioner Carpenter presented an answer to the foregoing communication, which, being adopted and signed by Commissioners Humphreys and Foote, the Secretary was directed to file it in the office and to forward by mail a certified copy to J. A. Williamson, General Solicitor Atlantic and Pacific Railroad Company, at Albuquerque, New Mexico. The answer being fully concurred in by all the Commissioners, excepting only the dissent of Commissioner Foote to what is said therein in support of differential as opposed to uniform rates of fare and freight, it may be taken as a unanimous judgment upon all other subjects to which it relates, and is as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA, }
 AT OFFICE IN THE CITY OF SAN FRANCISCO, December, 1885. }

To J. A. WILLIAMSON, *General Solicitor Atlantic and Pacific Railroad Company*:

DEAR SIR: To your communication of October tenth, received and filed in this office October 16, 1885, we submit the following reply. You inform us that our formal requisition upon your company for an annual report of its business and operations in this State was referred to you with instructions to state "in a courteous manner the reasons for not making the report asked for." You premise as follows: "In obedience to this instruction, I have the honor very briefly to set forth the reasons which appear to me to be sufficient in law for not undertaking the somewhat difficult task of making the report required until by correspondence, or otherwise, it shall be shown to be a duty."

While reciprocating the courtesy which is always in order, we respectfully demur to the ambiguity of a refusal to report, "until by correspondence, or otherwise, it shall be shown to be a duty." Reasons "sufficient in law" to exempt your company from State control, are clearly inconsistent with any binding duty of which we can take official cognizance. And if there be, as you strenuously insist, no binding obligation to report as required, it is because, as officers of the State, we can make no order in the premises which your company is bound to respect.

The issue thus distinctly tendered in argument, involves the governing relations of the State with your company as a common carrier within its borders. As presented, it rests upon the theory that by special legislative delegation of the power by which a railroad company has been organized and is doing business as a common carrier in this State, it may be invested with the specific powers to which it would otherwise have been subject, and thus emancipated therefrom; and that by authorized consolidation with a Federal corporation, the company thus created may take by purchase and operate the road of its California constituent, subject only to its own delegated authority, and the ultimate power of repeal and regulation reserved by and conceded to the Government of the United States.

Take it in connection with the law and the facts of the case we are considering, in substance as you have made it. With a diplomatic domicile in which it is both at home and abroad, your company declines to report, as required, because it is a foreign corporation, "chartered and created a body politic and corporate by Act of Congress, approved April 27, 1866," to which our attention is invited.

Briefly summarized, it outlines from a designated point in Missouri to an undetermined terminus on the Pacific Coast, a continuous line of railroad, to be forever "subject to the use of the United States, for postal, military, naval, and all other government service, and, also, subject to such regulations as Congress may impose, restricting the charges of such government transportation." To construct and operate such a road, the Atlantic and Pacific Railroad Company is invested with corporate life and functions, with grants of land and necessary rights of way, with capacity and power to take to and for its own use any additional "grant, donation, loan, franchise, aid, or assistance," by or from the United States, any State, any corporation, person or persons, or any Indian tribe or nation, through whose reservation the contemplated road should run; and also, upon certain conditions, to "consolidate, confederate, and associate," with other companies as a common carrier of State and interstate commerce.

LIMITATIONS OF FEDERAL POWER.

Within its purview and the limitations of Federal power, the Act also authorizes and requires the corporation which it creates, to make certain annual reports, properly verified, to the Secretary of the Interior, and from time to time, by its officers and Directors, to "fix, determine, and regulate the fares, tolls, and charges to be received and paid for the transportation of persons and property on said road, or any part thereof."

These and other corporate powers, privileges, rights, and franchises, coupled with the stipulated servitude, before specified, as a condition subsequent, are granted and guaranteed, subject to their acceptance in writing by the Atlantic and Pacific Railroad Company, as a contracting party, under its corporate seal.

To have the whole case as it stands upon its statutory premises it should be further stated that Section 18 of the Act upon which you rely, provides that the Southern Pacific Railroad Company, the California corporation from which your company purchased the Colorado Division of its road, may "connect with the said Atlantic and Pacific Railroad," and "shall have a uniform gauge and rate of freight or fare with said road," and "shall have similar grants of land, subject to all the conditions and limitations herein provided."

The Legislature of California, by a curative Act, approved April 4, 1870, confirmed to and vested in the said Southern Pacific Railroad, "its successors and assigns, all the rights, privileges, franchises, power, and authority, conferred upon, granted to, or vested in said company, by the said Act of Congress, or any Act of Congress which may hereafter be enacted." (Statutes of California, 1870, p. 883.)

Assuming that by these charter relations of your company to the Federal Government it is exempted from State control and commissioned to manage its own affairs, you postulate a conflict of jurisdiction as follows: "It is not denied that Article XII of the Constitution of the State of California, and the laws passed by the Legislature in pursuance of said article, are in conflict with the rights claimed to be conferred by the charter of the Atlantic and Pacific Railroad Company upon its officers and Directors, and the question arises as to which is the paramount authority."

"It is claimed by the Atlantic and Pacific Company that Congress has the right to charter a company, to construct a railroad declared by it to be a post route and military road, subject to use by the Government of the United States, and to its control at all times, and consequently it must refuse to recognize the alleged authority on the part of the State of California to demand reports of all its acts and doings; to regulate its rates of freights and fares, and to supervise its acts in matters especially named and delegated by Congress to its Directors."

This is a full and fair review of the Act cited and of the positions taken in your concise and able argument. To begin the alleged "conflict," you say it is not denied. This is equivalent to saying that Article XII of the Constitution and the laws passed in pursuance thereof are distinct declarations of State control in the premises, and must be presumed to mean what they declare.

CAREFUL NOT TO PROVOKE A CONFLICT.

While we have never confessed nor avoided the alleged conflict, we have, in the exercise of ordinary prudence, preferred to have it come, if at all, without our fault. We have been careful, therefore, not to provoke or induce judicial proceedings by unreasonable measures, which might defeat their own purpose and prejudice the rights of the State. Upon general principles of policy and justice, we have steadily adhered to the doctrine of differential and reasonable, as opposed to uniform rates, of fares and freights; and have as steadily repudiated arbitrary lumping reductions, made, if at all, without labor or knowledge, regardless of the varied conditions and practical vicissitudes of railroad service. Thus, when your company entered into possession of the Colorado road, it found in force thereon a schedule of passenger fares dictated by the exceptional hazards and hardships of the service to which it applied. We shall not, therefore, be responsible for the controversy now threatened, and having nothing to reconsider or retract, can rely with confidence upon rules of practice and decision long and uniformly sanctioned by the Courts of last resort.

If to these reflections it be replied that your company assails the office and not the officer, we accept the apology, but would suggest that it aggravates the assault. Had it been confined to the administration of the office, it might have been justified by the occasion. The alleged difficulty of reporting in the form prescribed, not contemplated by your system of accounts and abstracts, and much of which, as was stated in our last report to the Governor of the State, is comparatively irrelevant and immaterial, deserves our respectful consideration. The form was not made to fit a set of books, and we presume that no system of accounting corresponds with all of its inconsequential calls. It is an overdone legislative substitute for something worse, the only merit of which was its deserved failure. In some respects it is like a pettifogger, searching for some theory of his case by a crazy cross-examination of an unwilling witness called by himself. Thus, it calls for annual repetitions of accomplished facts, as contradistinguished from the essential units and factors of railroad service and regulation, always relating to the present and the future.

MEN CAN COMMUNICATE ONLY WHAT THEY KNOW.

It does, however, like the later provisions of the Constitution and law creating and organizing the Railroad Commission, proceed upon the natural and legal presumption that men can communicate only what they know, and that those engaged in farming, mining, merchandising, or operating railroads, and minding their own business, must know more about it than all the standing political witnesses and experts who ever took upon themselves the secondary supervision of railroad affairs.

Thus, the law itself, for the best of reasons, determines the source of the best, if not the only evidence, of facts and figures relevant and material to the actual business and intelligent supervision of railroads. It expressly refers us to your company for the only available information concerning its affairs, as a common carrier, in this State. It also prescribes the process and methods by which it may be required and supplied. The verified annual report is in the nature of a deposition, intended and generally regarded as a convenience to the companies by which it is made and returned. But, in the absence of the required report, we can avail ourselves of another method, and put the officers and agents of the defaulting company, with books and papers, on the witness stand before us. For this purpose we have the same powers as Courts of record, and our process runs to the borders of the State. In consideration, therefore, of the alleged difficulty of reporting in the usual form, your company may consult its own convenience, by a choice of the methods presented, if made within a reasonable time.

In the spirit of your suggestion and apparent desire, we have been at some pains to present the reason for our action. It remains for your company to determine what course it will pursue. The Constitution and law by which this Commission was created and organized, are the criterions of our official duty. In the exercise of a power clearly incidental to others, which you dispute, we assert their existence, which you deny. We exercise them as officers of the State, in which it is tacitly admitted that they resided prior to their alleged delegation by the Disabling Act of April 4, 1870. Their denial, therefore, rests entirely upon the congressional and legislative Acts which have been cited, and by virtue of which your company claims to be not only exempt from State control, but a self-governing, free agent, authorized to fix its own compensation for all service, save such as it performs for the Federal Government, which is a preferred shipper and a titular sovereign, with reserved, regulating, and repealing powers, thus far in abeyance.

THE SCEPTER OF STATE.

Squeezed into its shortest statement, we take the result of your reasoning upon the law and facts to be, that your company, with the constituent corporations of which it is composed, has not only passed from under, but now wields over its own road and business, the scepter of the State, subject only to the unlineal grasp of the Federal Government.

This is not one of the many cases in which the exemption of a railroad from taxation or other public burden follows it into the hands of a purchaser or into a consolidated company, to which its benefits inure. It is not analogous to the adjudged cases in which the State, by charter, granted in accordance with law, has exempted a corporation and is thereby estopped from the exercise of acknowledged administrative and remedial powers. But this, if anything, is such a grant by concurrent congressional and legislative Acts as takes the power touching the subject-matter out of the State, leaving nothing on which to predicate exemption. By and with the alleged consent of the State, it takes the emancipated company, with its preëxisting constituents, one of which was chartered and is doing business in this State, under the laws thereof, out of our jurisdiction, and substitutes for State control corporate self-government under a Federal protectorate. And as every common carrier in the State which now sustains or may hereafter assume like contract relations and obligations to the Federal Government may make a case on all fours with that of your company, we take the legal scope and effect of your conclusion to be that the State, without official function or leg to stand upon, may be left at the next station.

Nevertheless, as constitutional arbiters between your company and the State, and the partisans of neither, we shall continue to exercise the disputed power, and must, upon proceedings of record, in a proper case and in the first instance, determine for ourselves the question of jurisdiction. And until it shall take the form of a test case, to be decided by other judges, we shall adhere to the rule we have prescribed for ourselves, and publish no gratuitous or *ex parte* opinions. Thus, our comments upon your exhaustive argument have been directed, as invited, to the alleged merger by congressional and legislative Acts, of State jurisdiction in that of the nation, and to the resulting special privileges and immunities so confidently assumed. And in this connection we again demur to the alleged interchange of jurisdictions and parties, by which the contesting company puts in an appearance for all concerned. Of the high contracting sovereigns, whose concurrent incorporating acts are cited in its behalf, we represent the one which is alleged to have abdicated in its favor. They are fellow-passengers on its cars, and both contribute to its revenue. Without confusion of government or goods, the State pays the sum of the locals, subject to its control, and gets off at the Needles. The Federal Government, as a preferred shipper, with a through ticket, is potentially present with every cargo and carload of interstate commerce on sea and land, but in the pending conflict of authority, is "conspicuous by its absence."

RELATIONS OF THE FEDERAL GOVERNMENT.

There is no occasion for its intervention. Its relations to the overland railroad companies are those of a sovereign and a contractor. As a sovereign for national purposes, it has chartered and aided some of them in the construction of their roads, and has stipulated for services to the Government, conditioned upon land subsidies and loans of credit, for which neither the State nor the nation can exact or sponge any other or different service. Within its own sphere of action, which cannot be enlarged by the concurrence of the State, it has the power "to regulate commerce among the several States," and may revise and establish railroad tariffs upon interstate transportation of persons and property. To its forbearing exercise of such power, we owe the Act of July 15, 1866, suggested by railroad managers, authorizing the connection of State roads in continuous lines for through traffic; the Act of October 1, 1873, relating to the treatment of live stock *in transitu* from State to State, and also a small family of enactments relating to the right of way and construction of railroads and bridges across navigable rivers. Keeping thus within the limits and beneficial exercise of its undisputed powers, it has regulated railroads less by law than by contract, and has patronized more than it has governed them. And by all the presumptions of law and fact, it was within the same impassable confines of Federal authority and in pursuance of the same liberal policy, that Congress invested your company with the revocable supervision of its own charges for all interstate service, save such as should be performed for the Government. The measures and policy by which your company has been thus fostered and favored by the nation, and taken into its postal and military service, have had and now have the approving concurrence of this State. For the location, construction, and consolidation of the roads which it now owns and operates, there was concert of action between the State and Federal Governments, and there has been and is no conflict of authority between them. But your company puts the question: "Which is the paramount authority?" Our answer is, that within their separate and distinct spheres of action they are respectively supreme, and that in their governing relations to the subject-matter, neither outranks the other. A thousand adjudged cases are condensed in two sentences, as follows: "In America the powers of sovereignty are divided between the government of the Union and those of the States. They are each sovereign with respect to the objects committed to it; and neither sovereign with respect to the objects committed to the other." (4 Wheaton, 410.) A later case brings the same doctrine home, as follows: "The sovereignty of the State extends to everything which exists by its own authority, or is introduced by its permission." (*Transportation Company vs. Wheeling*, 99 U. S.) In connection with these cases it is enough to cite the familiar

rule of decision, which reads: "The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people." (U. S. Constitution, Art. X of Amendments.) Here is no splicing or surrendering of State or national sovereignty, and none is possible. Hence it is, we presume, that you have not referred us to the special Enabling Act of April 4, 1870, and have chosen not to complicate your case with its constitutional infirmities.

THE CONSTITUTION OF CALIFORNIA.

For any other purpose than to facilitate and legalize the relocation and construction of the local road to which it relates, it would seem to be very decidedly in derogation of the general laws, and prohibited by the Constitution of the State, as follows: "Corporations may be formed under general laws, but shall not be created by special Act, except for municipal purposes. All general laws and special Acts passed pursuant to this section may be altered, from time to time, or repealed." (Art. IV, Sec. 31.) Except, therefore, as to executed conditions precedent to the ownership and operation by your company of its road in this State, the Act in question is unconstitutional and void, and as foreign to the subject as Maximilian's empire.

We take the status and domestic relations of your company as a common carrier in this State to be precisely those of its predecessor in interest.

"It is the accepted doctrine in this country that a railroad corporation cannot escape the performance of any duty or obligation imposed by its charter or the general laws of the State, by the voluntary surrender of its road into the hands of lessees." (*Brown vs. The Railroad Company*, 17 Wall., 445.) "Without absolving the grantor or lessor chartered by the State, a new party is admitted to its relations with the community, and is bound by them." (*Campbell vs. M. & C. R. R. Co.*, 22 Ohio R., 168.) "The remedy against the lessee or grantee is cumulative only." (*Bower vs. The B. & S. W. R. R. Co.*, 42 Iowa.) For analogous cases relating to the change of ownership and operation of railroads by lease, foreclosure, and consolidation, we cite the following: *Thomas vs. The Railroad Company*, 101 U. S., 83; *York and Maryland Line Railroad Company vs. Winans*, 17 How., 30; *People vs. Albany and Vermont Railroad Company*, 19 How., 523; *Rex vs. Severn and Wyl. Railroad Company*, 2 Barn and Ald., 646; *People vs. Troy and Boston Railroad Company*, 37 How., 407; *People vs. N. Y. Central and Hudson River Railroad Company*, 28 Hem., 543; *Abbot, Administrator, vs. Johnstown, Groverville, and Kingsboro Railroad Company*, 80 N. Y., 27. In its own time and way your company assumed these relations to the State. It cannot, therefore, be heard to say that they are *ultra vires*, or in any respect repugnant to its national extraction, or obligations to perform certain Government service.

CHARTER OF THE ATLANTIC AND PACIFIC.

We find nothing in its charter restricting it to such service, nor subjecting it to fine, forfeiture, or other penalty for pooling, prorating, and competing with all other common carriers for any and all public and private patronage. Within the limited and specific scope and purpose of its statutory contract with the Government, its special rights and privileges, express and implied, both in and out of the State, are and ought to be inviolable. And it is not disputed that a constitutional agency of the Federal Government may be exempted from such taxation, regulation, or other exercise of State sovereignty as would defeat or jeopardize its purposes or efficiency. But we have the highest authority for saying: "The principle we are discussing has its limitations—a limitation growing out of the necessity on which the principle itself is founded. That limitation is that the agencies of the Federal Government are only exempted from State legislation so far as that legislation may interfere with or impair their efficiency in performing the functions by which they were designed to serve the Government. Any other rule would convert a principle founded alone on the necessity of securing to the Government of the United States the means of exercising its legitimate powers into an unauthorized and unjustifiable invasion of the States. * * * It is only when the State law incapacitates these agencies from discharging their duties to the Government that it becomes unconstitutional." (*National Bank vs. Commissioners*, 9 Wall., 353.)

THE COMPANY CONGRATULATED.

In conclusion, your company has our sincere congratulations upon the assured success of its adventurous and progressive enterprise. As a corporation without scalp to take or throat to cut, it has passed safely through forbidding solitudes and savage tribes to run the gauntlet of competing forces in a civilized commonwealth; and subject to its laws, should be exempt from unfriendly and embarrassing regulations. In a State which has had and will forever have everything to gain and nothing to lose by the great overland roads converging within its borders, their national purposes and local benefits are, fortunately, too apparent and important to be successfully impugned or seriously endangered. With the whole boundless continent and its teeming Territories and commonwealths for their field of enterprise and development, the companies owning and operating them are not the dependent thralls of any sovereignty, nor the disinherited outlaws of any jurisdiction. Bound to the Government service stipulated in charter and contract, and to public service by the inexorable law of their existence, the service, and not the charter, determines the rightful supervision. Subject thus, as competing carriers of State and

interstate commerce, to regulations imposed by the State and National Governments' loyalty to each, within its separate sphere of authority, is the surest guarantee of protection by both.

Very respectfully,

G. J. CARPENTER,
WM. P. HUMPHREYS,
W. W. FOOTE,
Railroad Commissioners.

The foregoing recitals of fact and arguments cover the contest as it now stands. At the meeting last referred to, Commissioner Carpenter also presented an order to be served upon the contesting company, which was unanimously adopted, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

The Commission having under advisement and consideration the tariff of freight rates with the joint western classification of July first, as amended July 28, 1885, and filed in this office by the Atlantic and Pacific Railroad Company September 1, 1885, with the request of said company that said tariff and classification be approved and established by this Commission, upon the road of said company running from the Needles to Mojave Station, in this State, and it appearing to this Commission, the conditions of the service on said road being considered, that said tariff and classification, so far as they relate thereto, are just and reasonable:

Now, therefore, it is hereby ordered that said tariff and classification, in so far as they relate to said road and the local service thereon, be and the same are hereby approved and established, to continue in force and effect, subject to the further order of this Commission.

And it is further ordered that said tariff of rates and classifications be and are hereby approved and established for the use and government of said company on any other road or roads in this State, over and upon which it has trackage, or traffic agreements with any other company or companies, owning or operating such road or roads, provided said rates are not in excess of those now prevailing on such road or roads. But in all cases where such rates are in excess of those charged by any other company on said road or roads, except "for the purpose of competing with any other common carrier," as provided in Article XII, Section 20, of the Constitution, they shall be reduced so as to correspond therewith, and the lowest non-competitive rates for any and all service on such roads shall prevail thereon.

It is further ordered that a certified copy of the foregoing orders be served on the managing agent of the Atlantic and Pacific Railroad Company in this State, at his office in the City of San Francisco.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

In accordance with Section 2 of the Act approved April 15, 1880, Chapter 59, Statutes of California, a requisition for fifteen hundred printed copies of the foregoing report, including the appendix, which has been adopted and approved as the report of said Commission for the year 1886, is hereby made upon the Superintendent of Public Printing. The pages in the foregoing report and appendix to be numbered consecutively, and followed by full annual returns of railroad companies, as heretofore ordered and now in press.

G. J. CARPENTER,
President of Railroad Commission.

Dated December 31, 1886.

Attest:
[Seal.] STAFFORD H. PARKER,
Secretary of the Board.

THE BLANK FORM OF REPORT

FURNISHED TO EACH

Railroad Company in the State by the Commissioners.



THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Railroad Commissioners to each railroad company in the State, for the years ending December 31, 1884 and 1885.

[Title Page.]

Annual Report of the.....Rail....Company, to the Board of Railroad Commissioners
of the State of California, for the year ending December 31, 1884.

[Fly-Leaf.]

GENERAL INSTRUCTIONS.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, -----, 1884. }

To the Rail..... Company:

1. Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31, 1884.

These reports are to be completed and forwarded to the Board of Railroad Commissioners, at 14 Dupont Street, San Francisco.

The facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the *printed* report of the Commissioners.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of these questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

Please acknowledge receipt.

By order of the Board of Railroad Commissioners.

----- Secretary.

[Page 1.]

----- Rail ----- Company.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

BUSINESS ADDRESS OF THE COMPANY:

The ----- Rail ----- Company was incorporated -----, 18.., and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies -----	Dates of Incorpo- ration -----	Names of Railroad Companies -----	Dates of Incorpo- ration -----	Names of Railroad Companies -----	Dates of Incorpo- ration -----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----

NOTE.—In column 1, place the companies consolidated into the present company; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

-----Rail----- Company.

CAPITAL STOCK.

1. Capital stock authorized by charter*-----	\$-----	
2. Capital stock authorized by votes of company-----		
3. Capital stock issued [number of shares-----]; amount paid in-----		
4. Capital stock paid in on shares not issued [number of shares-----].-----		
5. Total amount paid in, as per books of the company-----		
6. Amount of capital stock issued but not full paid-----		
7. Amount per share still due thereon-----		
8. Par value of shares issued-----		
9. Total number of stockholders----- [-----]		
10. Number of stockholders in California----- [-----]		
11. Amount of stock held in California-----		
DEBT.		
12. Funded debt as follows:		
Bonds-----		
Interest paid on same during year----- [-----]		
Certificates of indebtedness-----		
Interest paid on same during year----- [-----]		
13. Total amount of funded debt †-----	\$-----	
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property-----	\$-----	
All other debts, current credit balances, etc.-----		
15. Total amount of unfunded debt-----		
16. Total gross debt liabilities-----	\$-----	
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as repre- sent cash assets-----	\$-----	
Cash on hand-----		
Materials and supplies on hand-----		
Sinking funds-----		
Other securities and debt balances-----		
18. Total net debt liabilities-----	\$-----	

* By original articles of incorporation. † For details, see pages 36, 37, and 38.

[Page 3.]

-----Rail----- Company.

19. Amount of bonds or stocks of other companies guaranteed, principal or interest, on which interest is paid by this company, giving name of each-----	\$-----	

20. Amount of claims against the company which for any reason have not been entered upon the books-----	\$-----	

-----	\$-----	

[Page 4.]

----- Rail ----- Company.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1884.	
1. Grading and masonry	\$	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passengers and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
10. Branch, [original cost, \$.....] purchased for	
..... Branch, [original cost, \$.....] purchased for	
11. Total cost of construction	\$	

Equipment.

	Number.	To December 31, 1884.	
		Cost.	
12. Locomotives		\$	
13. Snow plows on wheels	
14. Parlor cars	
15. Sleeping cars	
16. Passenger cars	
Mail cars	
Baggage cars	
17. Freight cars	
Other cars	
18. Total for equipment		\$	

[Page 5.]

-----*Rail*----- *Company*.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Give a description of the land, and in what town or city and county located. If not used in business of road, so state.

	To December 31, 1884.
	\$-----

20. *Stock of other roads.*

Specifying Each.	To December 31, 1884.			
	Number of Shares...	Price Paid.		
		Per Share.	Total.	
		\$-----	\$-----	

21. *Bonds of other roads.*

Specifying Each.	To December 31, 1884.			
	Nominal Amount.	Price Paid.		
	\$-----	\$-----		

[Page 6.]

-----Rail----- Company.

PROPERTY PURCHASED, ETC.—Continued.

22. Other Securities.

Specify Each.	To December 31, 1884.			
	Nominal Amount.		Price Paid.	
-----	\$-----	---	\$-----	---
-----	-----	---	-----	---

23. Steamboat Property.

Specify Each.	To December 31, 1884.			
	Nominal Amount.		Price Paid.	
-----	\$-----	---	\$-----	---
-----	-----	---	-----	---

[Page 7.]

-----Rail----- Company.

PROPERTY PURCHASED, ETC.—Continued.

24. Investments in transportation lines.

Specify Each.	To December 31, 1884.			
	Nominal Amount.		Price Paid.	
-----	\$-----	---	\$-----	---
-----	-----	---	-----	---

25. Other property purchased.

Specify Each.	To December 31, 1884.			
	Nominal Amount.		Price Paid.	
-----	\$-----	---	\$-----	---
-----	-----	---	-----	---

26. Total for property purchased, etc.	\$-----		-----	
27. Whole amount of permanent investments	-----		-----	
28. Property in California	-----		-----	
29. Amount of supplies and materials on hand	-----		-----	
30. Cash and cash assets	-----		-----	
31. Total property and assets of the company	-----		-----	

[Page 8.]

-----Rail----- Company.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1884.			Received during year -----	Applied during year -----	On hand Dec. 31, 1884 -----
Character.	Series.		Invested.	Applied.	On hand.			
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----

[Page 9.]

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$-----	-----
2. Bridging	-----	-----
3. Superstructure, including rails	-----	-----
4. Land	-----	-----
Land damages	-----	-----
Fences	-----	-----
5. Passenger and freight stations	-----	-----
Woodsheds and water stations	-----	-----
6. Engine houses, car sheds, and turntables	-----	-----
7. Machine shops	-----	-----
8. Engineering, agencies, salaries, and other expenses during construction	-----	-----
9. Locomotives	[No.]	-----
10. Snow plows on wheels	[No.]	-----
11. Parlor cars	[No.]	-----
12. Sleeping cars	[No.]	-----
13. Passenger, mail, and baggage cars	[No.]	-----
14. Freight and other cars	[No.]	-----
15. Purchase of other roads, specifying what	-----	-----

[Page 10.]

-----Rail----- Company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

Amount brought forward from page 9	\$-----	-----
16. Subscriptions or loans to other roads, specifying same	-----	-----
17. Any other expenditures charged to property account, specifying same	-----	-----
18. Total	\$-----	-----
19. Property sold and credited to property account during the year, specifying same	-----	-----
20. Net addition to property account for the year	\$-----	-----

[Page 11.]

----- Rail ----- Company. .

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$
2. Derived from passengers from and to other roads, over roads operated by this company .....	.....
3. Derived from other roads as tolls for use of passenger cars .....	.....
4. Derived from other sources belonging to passenger department .....	.....
5. Derived from express and extra baggage .....	.....
6. Derived from mails .....	.....
7. <i>Total earnings from passenger department</i>	<i>\$</i>
8. Derived from local freight on roads operated by this company	\$
9. Derived from other roads as tolls or for use of freight cars .....	.....
10. Derived from freight from and to other roads on joint tariff .....	.....
11. Derived from other sources belonging to freight department .....	.....
12. <i>Total earnings from freight department</i>	<i>\$</i>
13. Derived from rents for use of road and equipment when leased	\$
14. <i>Total transportation earnings</i>	<i>\$</i>
15. Earnings per mile of road operated	\$
16. Earnings per train mile (total passenger and freight)	\$

[Page 12.]

----- Rail ----- Company.

REVENUE FOR THE YEAR—Continued.

Amount brought forward from page 11	\$
17. Income derived from rent of property, other than road and equipment, specifying same .....	.....
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stock, bonds, steamboat property, trans- portation lines, etc.), specifying same .....	.....
19. <i>Total income derived from all sources</i>	<i>\$</i>

[Page 13.]

Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes—State and local	\$	----
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	-----	-----
3. Insurance premiums and losses by fire, and damages for fires set by engines	-----	-----
4. Telegraph expenses	-----	-----
5. Total	\$	-----
6. Proportion belonging to passenger department*	\$	-----
7. Proportion belonging to freight department*	-----	-----

*NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 14.]

Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II—Maintenance of ways and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$	----
2. Iron rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....)	-----	-----
Number of miles.....; weight per yard	-----	-----
Number of miles.....; weight per yard	-----	-----
3. Steel rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....)	-----	-----
Number of miles.....; weight per yard	-----	-----
Number of miles.....; weight per yard	-----	-----
4. New ties. (Number.....) cost	-----	-----
5. Repairs of bridges	-----	-----
6. Repairs of buildings and fixtures (stations and turntables)	-----	-----
7. Repairs of and additions to machine shops and machinery	-----	-----
8. Repairs of fences, road crossings, and signs	-----	-----
9. Removing ice and snow	-----	-----
10. Repairs of locomotives	-----	-----
11. New locomotives, charged to operating expenses	-----	-----
12. Repairs of snow plows	-----	-----
13. New snow plows, charged to operating expenses	-----	-----
14. Fuel for engines and cars: Number of cords of wood.....; cost	-----	-----
Number of tons of coal.....; cost	-----	-----
15. Water and water stations	-----	-----
16. Fuel for stations and shops	-----	-----
17. Oil and waste	-----	-----
18. Switchmen, watchmen, flag and signalmen	-----	-----
19. Total	\$	-----
20. Proportion of same to passenger department*	\$	-----
21. Proportion of same to freight department*	-----	-----
22. Of the above there was expended for other than ordinary repairs	-----	-----

*NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 15.]

-----Rail----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III—Passenger traffic expenses.

1. Repair of passenger, mail, and baggage cars .....	\$ .....	.....
2. New passenger, mail, and baggage cars (charged to operating expenses) .....	.....	.....
3. Damages and gratuities, passengers .....	.....	.....
4. Salaries, wages, and incidentals of passenger trains .....	.....	.....
Salaries, wages, and incidentals of ferries .....	.....	.....
5. Salaries, wages, and incidentals of passenger stations .....	.....	.....
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same .....	.....	.....
7. Amount paid other roads for balance of mileage of passenger cars .....	.....	.....
8. Total .....	\$ .....	.....

[Page 16.]

-----Rail----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV—Freight traffic expenses.

1. Repairs of freight cars .....	\$ .....	.....
Repairs of dump and work cars .....	.....	.....
2. New freight cars (charged to operating expenses) .....	.....	.....
3. Damages and gratuities, freight .....	.....	.....
4. Salaries, wages, and incidentals of freight trains .....	.....	.....
Salaries, wages, and incidentals of ferries .....	.....	.....
5. Salaries, wages, and incidentals of freight stations .....	.....	.....
6. Paid corporations or individuals not operating roads, for use of freight cars .....	.....	.....
7. Amount paid other roads for balance of mileage of freight cars .....	.....	.....
8. Total .....	\$ .....	.....
9. Total expenses of operating the road embraced in Classes I, II, III, and IV .....	\$ .....	.....
10. Per train mile (total passenger and freight) .....	.....	.....
11. Percentage of expenses to total transportation earnings .....	.....	.....
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed .....	.....	.....
13. Total expenses .....	\$ .....	.....

[Page 17.]

----- Rail.----- Company.

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$.....	
2. Percentage of same to capital stock and net debt.....		
3. Percentage of same to total property and assets.....		
4. Interest accrued during the year:		
On funded debt.....	\$.....	
On other debt.....		
Total.....		
5. Dividends declared (..... per cent) for the year. Amount.....		
6. Date of last dividend declared.....[.....]		
7. Balance for the year, or surplus (or deficit).....		
8. Surplus (or deficit) at commencement of the year.....[.....]		
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement.....[.....]		
9. Surplus (or deficit) at commencement of the year, as changed by afore- said entries.....		
10. Total surplus (or deficit) December 31, 1884.....		
11. Paid to sinking funds, in hands of Trustees.....		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$.....	
2. Per passenger train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 20.....		
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....		
6. Total expenses.....		
7. Per passenger train mile.....		
8. Net earnings.....		
9. Per passenger train mile.....		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$.....	
2. Per freight train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 21.....		
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....		
6. Total expenses.....		
7. Per freight train mile.....		
8. Net earnings.....		
9. Per freight train mile.....		

[Page 18.]

----- Rail ----- Company.

GENERAL BALANCE SHEET AT CLOSING ACCOUNTS, DECEMBER 31, 1884.

	December 31, 1884.	
DEBITS.		
Cost of road	\$	
Cost of equipment	\$	
Other investments		
Supplies and materials on hand		
Sinking funds in hands of Trustees		
Cash, cash assets, and other items (specifying same)		
Profit and loss (loss, if any)		
<i>Total</i>	\$	
CREDITS.		
Capital stock	\$	
Funded debt		
Other debts (specifying same)		
Profit and loss (profit, if any)		
<i>Total</i>	\$	

[Page 19.]

----- Rail ----- Company.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.		Credits.	
.....	\$		\$	
.....	
.....	

[Pages 20-23.]

----- Rail ----- Company.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From	to
From	to

[Page 24.]

Rail..... Company.

DESCRIPTION OF ROAD—Continued.

2. Length of main line of road from..... to.....	.....
Length of main line in California.....	.....
Length of main line in other States.....	.....
3. Length of line with track laid, if road is not completed.....	.....
4. Length of double track on main line.....	.....
5. Branches owned by the company.....	.....
(Names and description of; single or double track).....	.....
6. Total length of branches owned by the company.....	.....
7. Total length of branches owned by the company in California.....	.....
8. Total length of branches owned by the company in other States.....	.....
9. Length of double track on branches.....	.....
10. Total length of road belonging to this company.....	.....
11. Aggregate length of siding and other tracks not enumerated above.....	.....
12. Same in California.....	.....
13. Aggregate length of track belonging to this company computed as single track.....	.....
14. Same in California.....	.....
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard.....)	.....
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	.....
Number of spans of bridges of twenty-five feet and upwards, out- side State.....	.....
17. Number of iron bridges (aggregate length,..... feet,) in California.....	.....
Number of iron bridges (aggregate length,..... feet,) outside State.....	.....
18. Number of wooden bridges (aggregate length,..... feet,) in California.....	.....
Number of wooden bridges (aggregate length,..... feet,) outside State.....	.....

[Page 15.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III—Passenger traffic expenses.

1. Repair of passenger, mail, and baggage cars	\$
2. New passenger, mail, and baggage cars (charged to operating expenses) .....	.....
3. Damages and gratuities, passengers .....	.....
4. Salaries, wages, and incidentals of passenger trains .....	.....
Salaries, wages, and incidentals of ferries .....	.....
5. Salaries, wages, and incidentals of passenger stations .....	.....
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same .....	.....
7. Amount paid other roads for balance of mileage of passenger cars .....	.....
8. Total	\$

[Page 16.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$
Repairs of dump and work cars .....	.....
2. New freight cars (charged to operating expenses) .....	.....
3. Damages and gratuities, freight .....	.....
4. Salaries, wages, and incidentals of freight trains .....	.....
Salaries, wages, and incidentals of ferries .....	.....
5. Salaries, wages, and incidentals of freight stations .....	.....
6. Paid corporations or individuals not operating roads, for use of freight cars .....	.....
7. Amount paid other roads for balance of mileage of freight cars .....	.....
8. Total	\$
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$
10. Per train mile (total passenger and freight) .....	.....
11. Percentage of expenses to total transportation earnings .....	.....
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed .....	.....
13. Total expenses	\$

[Page 17.]

----- Rail. ----- Company.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$	
2. Percentage of same to capital stock and net debt		
3. Percentage of same to total property and assets		
4. Interest accrued during the year:		
On funded debt	\$	
On other debt		
Total		
5. Dividends declared (----- per cent) for the year. Amount		
6. Date of last dividend declared		
7. Balance for the year, or surplus (or deficit)		
8. Surplus (or deficit) at commencement of the year		
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement		
9. Surplus (or deficit) at commencement of the year, as changed by afore- said entries		
10. Total surplus (or deficit) December 31, 1884		
11. Paid to sinking funds, in hands of Trustees		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$	
2. Per passenger train mile		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 20		
5. Expenses, "Passenger Traffic," as per Class III, No. 8		
6. Total expenses		
7. Per passenger train mile		
8. Net earnings		
9. Per passenger train mile		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$	
2. Per freight train mile		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 21		
5. Expenses, "Freight Traffic," as per Class IV, No. 8		
6. Total expenses		
7. Per freight train mile		
8. Net earnings		
9. Per freight train mile		

[Page 18.]

----- *Rail* ----- *Company*.

GENERAL BALANCE SHEET AT CLOSING ACCOUNTS, DECEMBER 31, 1884.

	December 31, 1884.	
DEBITS.		
Cost of road	\$	
Cost of equipment	
Other investments	
Supplies and materials on hand	
Sinking funds in hands of Trustees	
Cash, cash assets, and other items (specifying same)	
Profit and loss (loss, if any)	
<i>Total</i>	\$	
CREDITS.		
Capital stock	\$	
Funded debt	
Other debts (specifying same)	
Profit and loss (profit, if any)	
<i>Total</i>	\$	

[Page 19.]

----- *Rail* ----- *Company*.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.		Credits.	
.....	\$		\$	
.....	
.....	

[Pages 20-23.]

----- *Rail* ----- *Company*.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From	to
From	to

[Page 24.]

.....Rail..... Company.

DESCRIPTION OF ROAD—Continued.

2. Length of main line of road from.....to.....	.....
Length of main line in California.....	.....
Length of main line in other States.....	.....
3. Length of line with track laid, if road is not completed.....	.....
4. Length of double track on main line.....	.....
5. Branches owned by the company.....	.....
(Names and description of; single or double track).....	.....
6. Total length of branches owned by the company.....	.....
7. Total length of branches owned by the company in California.....	.....
8. Total length of branches owned by the company in other States.....	.....
9. Length of double track on branches.....	.....
10. Total length of road belonging to this company.....	.....
11. Aggregate length of siding and other tracks not enumerated above.....	.....
12. Same in California.....	.....
13. Aggregate length of track belonging to this company computed as single track.....	.....
14. Same in California.....	.....
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard.....)	.....
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	.....
Number of spans of bridges of twenty-five feet and upwards, out- side State.....	.....
17. Number of iron bridges (aggregate length,.....feet,) in California.....	.....
Number of iron bridges (aggregate length,.....feet,) outside State.....	.....
18. Number of wooden bridges (aggregate length,.....feet,) in California.....	.....
Number of wooden bridges (aggregate length,.....feet,) outside State.....	.....

[Page 25.]

----- Rail ----- Company.

DESCRIPTION OF ROAD—Continued.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
Miles of embankment replaced by bridges or trestlework, during year, in California.....				
Miles of embankment replaced by bridges or trestlework, during year, outside State.....				
19.	Number of crossings of highways at grade, in California.....			-----
	Number of crossings of highways at grade, outside State.....			-----
20.	Number of crossings of highways over railroad, in California.....			-----
	Number of crossings of highways over railroad, outside State.....			-----
21.	Number of crossings of highways under railroad, in California.....			-----
	Number of crossings of highways under railroad, outside State.....			-----
22.	Number of highway bridges eighteen feet above track, in California.....			-----
	Number of highway bridges eighteen feet above track, outside State.....			-----
23.	Number of highway bridges less than eighteen feet above track, in California.....			-----
	Number of highway bridges less than eighteen feet above track, outside State.....			-----
24.	Number of highway crossings at which gates or flagmen are maintained, in California.....			-----
	Number of highway crossings at which gates or flagmen are maintained, outside State.....			-----
25.	Number of highway crossings at which electric signals are maintained, in California.....			-----
	Number of highway crossings at which electric signals are maintained, outside State.....			-----
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....			-----
	Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....			-----

[Page 26.]

----- Rail ----- Company.

DESCRIPTION OF ROAD—Continued.

27. Number of railroad crossings at grade	-----
28. Number of railroad crossings over other roads, specifying same.....	-----
29. Number of railroad crossings under other railroads, specifying each.....	-----

[Page 27.]

----- Rail ----- Company.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OF CONTRACT.

30. Names, description, and length of each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	
-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----

[Page 28.]

----- Rail ----- Company.

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	-----
32. Total length of above roads in California	-----
33. Total length of above roads in other States, specifying each	-----
34. Total miles of road operated by this company	-----
35. Total miles of road operated by this company in California	-----
36. Number of stations on all roads operated by this company	-----
37. Number of stations on all roads owned by this company	-----
38. Same in California	-----
39. Miles of telegraph on line of road operated by this company	-----
40. Miles of telegraph owned by this company	-----
41. Number of telegraph offices in company stations	-----
42. Number of telegraph stations operated by this company	-----
43. Number of telegraph stations operated jointly by railroad and telegraph companies	-----

[Page 29.]

..... Rail Company.

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives			\$
Average weight of engines in working order			
Maximum weight of engines in working order			
2. Tenders			
Average weight of tenders full of fuel and water			
Maximum weight of tenders full of fuel and water			
Average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
4. Total length of heaviest engine and tender over all			
5. Snow plows			
6. Passenger cars			
Average weight			
Maximum weight			
7. Mail and baggage cars			
8. Eight-wheel box freight cars			
9. Four-wheel box freight cars			
10. Eight-wheel platform cars			
11. Four-wheel platform cars			
12. Other cars			
Coal and gravel			
13. Total market value			\$
14. Total number of freight cars, including coal, etc., on a basis of eight wheels			
15. Number of locomotives equipped with train brakes			
(Kind of brake			
16. Number of cars equipped with train brakes			
(Kind of brake			
17. Number of passenger cars with Miller platform and buffer			

[Page 30.]

Rail..... Company.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains .....	.....
2. Rate of speed of express passenger trains, including stops .....	.....
3. Rate of speed of accommodation trains, including stops .....	.....
4. Miles run by freight trains .....	.....
5. Rate of speed of express freight trains, including stops .....	.....
6. Rate of speed of accommodation freight trains, including stops .....	.....
7. Miles run by other trains, and for what purpose .....	.....
8. Total train miles run .....	.....
9. Total number of passengers carried .....	.....
Number of through passengers going east (or north) .....	.....
Number of through passengers going west (or south) .....	.....
Number of local passengers going east (or north) .....	.....
Number of local passengers going west (or south) .....	.....
10. Total passenger mileage, or passengers carried one mile .....	.....
11. Passenger mileage to and from other roads .....	.....
Average number of miles traveled by each local passenger .....	.....
Average number of miles traveled by each through passenger .....	.....
Average number of miles traveled by each passenger, through and local .....	.....
12. Number of tons freight carried (not including gravel) .....	.....
Number of tons freight from other States, carried .....	.....
Number of tons freight in this State, carried .....	.....
Number of tons freight produced in this State, carried .....	.....
Number of tons of each class of freight, produced in this State, carried .....	.....

[Page 31.]

Rail..... Company.

MILEAGE, TRAFFIC, ETC.—Continued.

13. Total freight mileage, or tons carried one mile .....	.....
14. Freight mileage to and from other roads .....	.....
15. Highest rate of fare per mile for any distance (excluding one mile) .....	.....
16. Lowest rate of fare per mile for any distance (single fare) .....	.....
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company .....	.....
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets .....	.....
18. Average rate of fare per mile received from passengers to and from other roads .....	.....
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket .....	.....
20. Average rate of fare per mile to all passengers .....	.....
21. Highest rate of freight per ton per mile for any distance .....	.....
22. Lowest rate of freight per ton per mile for any distance .....	.....
23. Average rate of local freight per ton per mile on roads operated by this company .....	.....
24. Average rate of freight per ton per mile to and from other roads .....	.....
25. Average rate of freight per ton per mile for all .....	.....
Average rate of freight per ton per mile, products of this State .....	.....
Average rate of freight per ton per mile, products of other States .....	.....
26. Average number of cars in passenger trains (including baggage cars) .....	.....
27. Average number of cars in freight trains—basis of eight-wheel .....	.....

[Page 32.]

----- Rail ----- Company.

MILEAGE, TRAFFIC, ETC.—Concluded.

28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	
30. Number of persons regularly employed by company, including officers	
Average monthly pay of employes, other than officers	
Average monthly pay of engine drivers	
Average monthly pay of passenger conductors	
Average monthly pay of freight conductors	
Average monthly pay of baggage masters	
Average monthly pay of brakemen, flagmen, and switchmen	
Average monthly pay of section men	
Average monthly pay of mechanics in shops	
Average monthly pay of laborers	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control— in California.		From their own misconduct or carelessness— in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employes								
Others								
Totals								

[Page 33.]

----- *Rail.* ----- *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

[Page 34.]

----- *Rail.* ----- *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 35.]

----- *Rail.* ----- *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Rail..... Company.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Amount of Bonds Outstanding Dec. 31, 1884.			
Accrued Interest.	Overdue -----		
	During year --		
	To December 31, 1884		
Total Issued.	Dec. 31, 1884.---		
Authorized amount.			
Interest.	Payable		
	Rate		
In What Money Payable.	Principal		
	Interest		
Due			
Date			
Series			
Character of			

-*Rail*----- *Company*.

12. TABLE A. FUNDED DEBT—Continued.

[illegible]

Rail..... Company.

[illegible]

[Page 39—Continued.]

Rail..... Company.

(SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.

[illegible]

December 31, 1884.

Within State.		Without State.		Total.	
Total Weight (Tons)-		Total Weight (Tons)-		Average Weight per Mile	
Average Weight per Mile		Average Weight per Mile		Length in Miles	
Length in Miles		Length in Miles			

[Page 40.]

----- Rail ----- Company.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.		Interest Payable.			Total amount of Bonds or Cash.	Disposed of.			Interest Accrued to Company.		Amount held by Company as an investment.	Remarks
Character of	Date	Due	By whom	When		Amount of Bonds.	Cash realized	Discount	Dec. 31, 1884	During year		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

[Page 41.]

----- Rail ----- Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	NUMBER OF ACRES.			ESTIMATED VALUE.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
-----	-----	-----	-----	-----	-----	\$-----	\$-----
-----	-----	-----	-----	-----	-----	\$-----	\$-----
-----	-----	-----	-----	-----	-----	\$-----	\$-----

Lands or Property, including Right of Way donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land Granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.	Estimated Value.		Proceeds, if Sold	
-----	-----	\$-----	-----	\$-----	-----
-----	-----	\$-----	-----	\$-----	-----
-----	-----	\$-----	-----	\$-----	-----

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Character of—	Date When—		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By Whom Payable.
-----	-----	-----	\$-----	-----	\$-----	-----
-----	-----	-----	-----	-----	-----	-----

[Page 42.]

-----Rail-----Company.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price	Amount.					
			Principal.		Interest Accrued.		Total.	
Lands -----	} Prior to Dec. 31, 1884	\$-----	\$-----	-----	\$-----	-----	\$-----	-----
-----		-----	-----	-----	-----	-----	-----	-----
Timber and stumpage -----		-----	-----	-----	-----	-----	-----	-----
Total to December 31, 1884 -----		\$-----	\$-----	-----	\$-----	-----	\$-----	-----
During the year -----		\$-----	\$-----	-----	\$-----	-----	\$-----	-----

Amounts Paid and Due on Sales above stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To Dec. 31, 1884 -----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
-----	-----	-----	-----	-----	-----	-----
During year -----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Received in Currency.	Discount on same	Coin.			
			Currency Reduced to Coin.	Coin.	Less Expenses.	Net Coin Receipts.
To December 31, 1884 -----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
During year -----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----

Application of Amount placed in hands of Trustees for Redemption of Bonds (to be stated in Coin).

	Bonds Redeemed.			Total Re- ceived, by Trustees	Balance on Hand	Discount or Premium on Bonds Redeemed
	Number.	Amount.	Cost.			
To December 31, 1884	-----	\$-----	\$-----	\$-----	\$-----	\$-----
During year	-----	\$-----	\$-----	\$-----	\$-----	\$-----
Total	-----	\$-----	\$-----	b	\$-----	\$-----
Cash from sales not placed in hands of Trustees				c		
Total net receipts as above stated (a)—(b+c)				\$-----		
Patents received to December 31, 1884—number of acres						-----
Number of purchasers to December 31, 1884						-----
Average number of acres sold to each						-----

[Page 43.]

STATE OF CALIFORNIA, } ss.
County of..... }

-----, President of the ----- Company, and ----- of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing ----- sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 188...

Subscribed and sworn to before me, this ----- day of -----, 188...

REPORTS

OF

Railroad Companies for the Year 1884.



REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR YEAR ENDING
DECEMBER 31, 1884.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$675,000 00
2. Capital stock authorized by votes of company.....	675,000 00
3. Capital stock issued [number of shares, 6,750]; amount paid in.....	675,000 00
5. Total amount paid in, as per books of the company.....	675,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	12
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	636,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	675,000 00
Interest paid on same during year.....	\$40,500
13. Total amount of funded debt.....	\$675,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$25,290 00
16. Total gross debt liabilities.....	\$700,290 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances.....	\$19,934 71
18. Total net debt liabilities.....	\$680,355 29

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total for construction.....	\$1,364,143 04
---------------------------------	----------------

Equipment.

(No equipment except what is furnished by lessees.)

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$1,364,143 04
30. Cash and cash assets.....	19,934 71
31. Total property and assets of the company.....	1,384,077 75

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging.....	\$2,046 84
8. Salaries and other expenses during construction:	
Ash pit at Lone.....	187 22
20. Net addition to property account for the year.....	\$2,234 06

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

13. Derived from rents for use of road and equipment when leased.....	\$42,000 00
Less general expenses.....	56 00
14. Total transportation earnings.....	41,944 00
19. Total income derived from all sources.....	\$41,944 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Included in expenses of Central Pacific Railroad, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$41,944 00
2. Percentage of same to capital stock and net debt.....	3 $\frac{8}{100}$
3. Percentage of same to total property and assets.....	3 $\frac{18}{100}$
4. Interest accrued during the year:	
On funded debt.....	40,500 00
6. Date of last dividend declared.....	None
7. Balance for the year, or surplus.....	1,444 00
8. Surplus at commencement of year.....	\$7,343 75
9. Surplus at commencement of the year, as changed by aforesaid entries.....	7,343 75
10. Total surplus December 31, 1884.....	8,787 75

* EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in lessees' report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>		
Cost of road.....		\$1,364,143 04
Cash, cash assets, and other items.....		19,934 71
Total.....		\$1,384,077 75
<i>Credits.</i>		
Capital stock.....		\$675,000 00
Funded debt.....		675,000 00
Other debts.....		25,290 00
Profit and loss (profit, if any).....		8,787 75
Total.....		\$1,384,077 75

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental.....		\$42,000 00
General expenses.....	\$56 00	
Coupon interest.....	40,500 00	
Profit.....	1,444 00	
Totals.....	\$42,000 00	\$42,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December 4, 1876
From Galt to Ione.....	
2. Length of main line of road from Galt to Ione.....	27.2000
Length of main line in California.....	27.2000
3. Length of line with track laid, if road is not completed.....	Completed.
4. Length of double track on main line.....	None.
10. Total length of road belonging to this company.....	27.2000
11. Aggregate length of siding and other tracks not enumerated above.....	2.7447
12. Same in California.....	2.7447
13. Aggregate length of track belonging to this company computed as single track.....	29.9447
14. Same in California.....	29.9447
16. Number of spans of bridges of twenty-five feet and upwards in California.....	3
18. Number of wooden bridges (aggregate length, 2,063 feet) in California.....	42
Bridges built within the year in California.....	None.
19. Number of crossings of highways at grade in California.....	16
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	16

ROLLING STOCK.

(Rolling stock furnished by lessees.)

MILEAGE, TRAFFIC, ETC.

(See lessees' report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.....	Date.....	Due.....	In what Money Payable.		Interest.		Authorized amount.
			Interest.....	Principal.....	Rate.....	Payable.....	
1st Mortg'e.	July 1, 1877.	July 1, 1907.	Gold.	Gold.	6	July and Jan.	\$675,000
Total Issued to December 31, 1884.		Accrued Interest during year.		Amount of Bonds Outstanding December 31, 1884.			
\$675,000		\$40,500		\$675,000			

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1884.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Single.	Length of Roadway— Single and Double Track.			Reduced to Single Track.	
								Track.	Track and Sidings.
Main Line and Branches.	From—	To—		Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron. (b)
Main line within State	Galt	Ione		27.2000	27.2000	27.2000	27.2000	2.7447	29.9447
Total constructed during year								0.2589	0.2589
Total within the State constructed during year								0.2589	0.2589
December 31, 1884.									
The length of rail is double the length of single track, column (b) above.				Within State.			Total.		
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail				59.8894	44.0000	2635.1336	59.8894	44.0000	2635.1336
Total length of iron rail laid during the year in construction of sidings				0.5778	44.0000	22.7832	0.5178	44.0000	22.7832

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

BERKELEY BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. P. Huntington.....	New York.
Moses Hopkins.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
2. Capital stock authorized by votes of company.....	100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in.....	100,000 00
5. Total amount paid in, as per books of the company.....	100,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	54,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$100,000 00
Interest paid on same during year.....	\$6,000
13. Total amount of funded debt.....	\$100,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$18,729 85
16. Total gross debt liabilities.....	\$118,729 85
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$8,003 25
18. Total net debt liabilities.....	\$110,726 60

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$221,755 15
-------------------------------------	--------------

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$221,755 15
31. Total property and assets of the company.....	\$221,755 15

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1884.		
		Invested.	Received During Year.	Applied During Year.
First mortgage.....	\$2,000 per annum to be set aside for a sinking Fund, be- ginning in 1881.	\$8,003 25	\$2,000	\$2,000

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Building culvert.....	\$27 70
18. Total.....	27 70
20. Net addition to property account for the year.....	\$27 70

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$9,216 00
Less general expenses.....	15 50
	\$9,200 50
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stocks, bonds, steamboat property, trans- portation lines, etc.):	
Sinking fund interest.....	\$360 00
19. Total income derived from all sources.....	\$9,560 50

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Reported by Central Pacific Railroad Company, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$9,560 50
2. Percentage of same to capital stock and net debt	4.44
3. Percentage of same to total property and assets	4.10
4. Interest accrued during the year:	
On funded debt.....	\$6,000 00
On other debt.....	1,483 84
Total.....	7,483 84
6. Date of last dividend declared	None.
7. Balance for the year, surplus	2,076 66
8. Surplus at commencement of the year	\$9,191 89
9. Surplus at commencement of the year, as changed by aforesaid entries ..	9,191 89
10. Total surplus December 31, 1884	11,268 55
11. Paid to sinking funds, in hands of Trustees.....	2,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by lessees.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by lessees.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road	\$221,755 15
Sinking funds in hands of Trustees	8,003 25
Total	<u>\$229,758 40</u>

Credits.

Capital stock	\$100,000 00
Funded debt	100,000 00
Other debts	18,729 85
Profit and loss (profit, if any)	11,028 55
Total	<u>\$229,758 40</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental		\$9,216 00
Interest	\$1,483 84	
Expense	15 50	
Coupon interest	6,000 00	
Profit	1,716 66	
Totals	\$9,216 00	\$9,216 00
By balance		1,716 66

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1876
From Berkeley to Berryman's	July 1, 1878
2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
3. Length of line with track laid, if road is not completed	Completed.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.4062
12. Same in California	0.4062
13. Aggregate length of track belonging to this company computed as single track	4.2425
14. Same in California	4.2425
18. Number of wooden bridges (aggregate length, 47 feet) in California	1
19. Number of crossings of highways at grade, in California	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
California and Nevada Railroad (Narrow Gauge), near Adeline Station.	
28. Number of railroad crossings over the roads	None.
29. Number of railroad crossings under other railroads	None.

MILEAGE, TRAFFIC, ETC.

(Included in lessees' report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage.....		January 1, 1877..	January 1, 1907..	Gold	Gold
Interest.		Authorized Amount.	Total Issued December 31, 1884.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1884.
Rate.	Payable.				
6	Jan. and July..	\$100,000 00	\$100,000 00	\$6,000 00	\$100,000 00

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

(None.)

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1884.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway— Single and Double Track.				Reduced to Single Track.			
									Track.		Sidings.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Shell Mound	Berryman.		3,8363		3,8363	3,8363		3,8363	0.2030	0.2032	(b) 4.0385
Total on whole road, December 31, 1884.....				3,8363		3,8363	3,8363		3,8363	0.2030	0.2032	(c) 4.2425

December 31, 1884.

The length of rail is double the length of single track, columns (b) and (c) above.

Within the State.				Total.	
Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons.)	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....	0.4060	17,8640	0.4060	44.0000	17,8640
Length of steel rail	8.0790	317,3882	8.0790	39.2857	317,3882
Total length of iron rail laid during the year.....	1.7198	67,5636	1.7198	39.2857	67,5636
Total length of steel rail laid during the year.....	1.7198	67,5636	1.7198	39.2857	67,5636
Total length of iron rail replaced by steel during the year.....					

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

(None.)

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

(None.)

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, President.....	San Francisco.
N. T. Smith, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.
J. L. Willcutt.....	San Francisco.
N. E. Brown.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco, California.

The California Pacific Railroad Company was incorporated December 23, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad	January 6, 1865	San Francisco and Marysville Railroad	October 26, 1857
California Pacific Railroad Extension Co. }	April 5, 1869. }	Sacramento and San Francisco Railroad	December 2, 1864
		Napa Valley Railroad, by purchase	March 2, 1864

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$12,000,000 00
2. Capital stock authorized by votes of company.....	12,000,000 00
3. Capital stock issued [number of shares, 120,000]; amount paid in.....	12,000,000 00
5. Total amount paid in, as per books of the company.....	12,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	131
10. Number of stockholders in California.....	36
11. Amount of stock held in California.....	<u>7,652,400 00</u>

DEBT.

12. Funded debt as follows:	
Bonds.....	\$6,851,000 00
Interest paid on same during year.....	\$403,227 50
13. Total amount of funded debt.....	<u>\$6,851,000 00</u>
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property --- }	\$1,308,750 74
All other debts, current credit balances, etc..... }	
16. Total gross debt liabilities.....	<u>\$8,159,750 74</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances.....	\$507,092 06
18. Total net debt liabilities.....	<u>\$7,652,658 68</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$18,807,533 76
-------------------------------------	-----------------

Equipment.

	To December 31, 1884.
	Cost.
12. Locomotives.....	\$145,827 26
16. Passenger cars.....	
Mail cars.....	256,570 62
Baggage cars.....	
17. Freight cars.....	
Other cars.....	
18. Total for equipment.....	<u>\$402,397 88</u>

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

(None.)

20. Stock of other Roads.

(None.)

21. Bonds of other Roads.

(None.)

22. Other Securities.

(None.)

23. *Steamboat Property.*

Steamer New World	} Cost net.	\$315,909 91
Steamer Moulton		
Steamer Valley		
Barge Napa		

NOTE.—This plant has been either sold or condemned, and broken up. This sum represents the actual loss to the company, for the property is out of sight, and valueless.

24. *Investments in Transportation Lines.*

(None.)

25. *Other Property Purchased.*

(None.)

26. Total for property purchased, etc. (capital represented in old fleet).....	\$315,909 91
27. Whole amount of permanent investments.....	19,209,931 64
30. Cash and cash assets	507,092 06
31. Total property and assets of the company	<u>\$20,032,933 61</u>

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging (including new sidings)	\$13,197 27
5. Passenger and freight stations.....	5,167 97
9. Locomotives	7,384 00
18. Total	<u>\$25,749 24</u>
20. Net addition to property account for the year	<u>\$25,749 24</u>

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

13. Derived from rents for use of road and equipment when leased.....	\$600,000 00
Less general expenses.....	1,124 00
	<u>\$598,876 00</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....		\$598,876 00
2. Percentage of same to capital stock and net debt.....	3.0%	
3. Percentage of same to total property and assets.....	2.8%	
4. Interest accrued during the year:		
On funded debt.....	\$403,500 00	
On other debt.....	66,702 01	
Total	<u>\$470,202 01</u>	\$470,202 01
6. Date of last dividend declared.....		None.
7. Balance for the year, surplus		128,673 99
8. Deficit at commencement of the year.....	\$255,491 12	
9. Deficit at commencement of the year, as changed by aforesaid entries.		255,491 12
10. Total deficit, December 31, 1884.....		<u>126,817 13</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See Central Pacific Railroad reports.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See Central Pacific Railroad reports.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>		
Cost of road and steamer.....	{ \$18,807,533 76 }	\$19,123,443 67
	{ 315,909 91 }	
Cost of equipment		402,397 88
Cash, cash assets, and other items		507,092 06
Profit and loss (loss, if any)		126,817 13
Total		<u>\$20,159,750 74</u>
<i>Credits.</i>		
Capital stock		\$12,000,000 00
Funded debt		6,851,000 00
Other debts		1,308,750 74
Total		<u>\$20,159,750 74</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental		\$600,000 00
Interest	\$470,202 01	
General expenses	1,124 00	
Profit	128,673 99	
Totals	<u>\$600,000 00</u>	<u>\$600,000 00</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Vallejo to Sacramento

From Napa Junction to Calistoga

From Davisville to Marysville

At sundry dates in years 1868 and 1869, while in hands of contractors who turned the road over to the Railroad Company, January, 1870, who has no records showing the details of the various openings for traffic purposes.

2. Length of main line of road from Vallejo to Sacramento	60.3900
Length of main line in California	60.3900
5. Branches owned by the company	2
Napa branch, Adalante to Calistoga, single track	34.4800
Marysville branch, Davis to Knights Landing, single track	18.6400
6. Total length of branches owned by the company	53.1200
7. Total length of branches owned by the company in California	53.1200
10. Total length of road belonging to this company	113.5100
11. Aggregate length of siding and other tracks not enumerated above...	24.9805
12. Same in California	24.9805
13. Aggregate length of track belonging to this company computed as single track	138.4905
14. Same in California	138.4905
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds.)	
Fifty pounds per yard	108.4672
Sixty pounds per yard	4.9886
16. Number of spans of bridges of twenty-five feet and upwards, in California	23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California	205
Bridges built within the year in California	None.

19. Number of crossings of highways at grade, in California.....	98
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	1
22. Number of highway bridges eighteen feet above track, in California ..	1
24. Number of highway crossings at which gates or flagmen are main- tained in California.....	One flagman.
26. Number of highway crossings at which there are neither electric sig- nals, gates, nor flagmen, in California.....	99
27. Number of railroad crossings at grade.....	1
Central Pacific Railroad at Sacramento.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of each.

(None.)

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives	12	59,367	\$145,827 26
Average weight of engines in working order			
Maximum weight of engines in working order [61,200]			
2. Tenders	12	32,750	
Average weight of tenders full of fuel and water.....			\$256,570 62
Max. weight of tenders full of fuel and water [41,000]			
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....[41.10 feet]			
4. Total length of heaviest engine and tender over all. [51 ft.]			\$402,397 88
6. Passenger cars	16	39,275	
Average weight			
Maximum weight.....[45,000]			
7. Mail and baggage cars	6	31,250	
8. Eight-wheel box freight cars.....	37	17,300	
10. Eight-wheel platform cars	152	13,500	
12. Other cars (caboose)	1	18,600	
13. Total market value			

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	189
15. Number of locomotives equipped with train brakes.....	11
Kind of brake: Westinghouse.....	
16. Number of cars equipped with train brakes.....	22
Kind of brake: Westinghouse.....	
17. Number of passenger cars with Miller platform and buffer.....	16

MILEAGE, TRAFFIC, ETC.

(Reported by Central Pacific Railroad.)

RELATING TO PASSENGERS.

(Reported by lessees.)

LIST OF ACCIDENTS IN CALIFORNIA.

(See Central Pacific Railroad report.)

12. TABLE A. FUNDED DEBT.
To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.		Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest, During Year.	Amount of Bonds Outstanding December 31, 1884.
				Interest.	Principal.	Rate.	Payable.				
First mortgage*	-----	Jan. 1, 1867.	Jan. 1, 1887.	Gold	Gold	7	Jan. and July	\$2,250,000	\$2,250,000	\$157,500	\$2,250,000
Extension Company	-----	May 1, 1869	July, 1889	Gold	Gold	7	Jan. and July	3,500,000	3,500,000	-----	6,000
Second mortgage	-----	Aug. 9, 1871.	Jan., 1891	Gold	Gold	6	Jan. and July	1,600,000	1,600,000	96,000	1,600,000
Third mortgage†	A	July 1, 1875.	July, 1905.	Gold	Gold	6	Jan. and July	2,000,000	1,985,000	120,000	1,985,000
Third mortgage	B	July 1, 1875.	July, 1905.	Gold	Gold	3	Jan. and July	1,000,000	1,000,000	30,000	1,000,000
								\$10,350,000	\$10,345,000	\$403,500	\$6,851,000

* Interest ceased on these January 1, 1874.

† Interest on the unissued \$6,000 of these bonds is accumulating, to be paid to the holders of the \$6,000 outstanding Extension Company bonds, when they shall send them in to exchange for third mortgage bonds of series "A." The interest is consequently charged up each half year.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.												
Main Line and Branches.	From—	To—	Single.			Length of Roadway—Single and Double Track.			Reduced to Single Track.			
			Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Track.	Sidings.	Track and Sidings.	Iron and Steel.
Main line within State	Vallejo	Sacramento	13.6346	46.7554	13.6346	46.7554	60.3900	13.6346	46.7554	17.2377	30.8723	77.6277
Napa Branch	Adalante	Calistoga	23.5179	4.9621	23.5179	4.9621	34.4800	23.5779	4.9621	3.9059	33.4238	33.3859
Marysville Branch	Davis	Knights' L'ndg.	13.6296	5.0104	13.6296	5.0104	18.6400	13.6296	5.0104	3.8369	17.4665	22.4769
Total on whole road, December 31, 1884.			56.7821	56.7279	56.7821	56.7279	113.5100	56.7821	56.7279	24.9905	81.7626	138.4905
Total constructed during year.										0.2599	0.2599	0.2599
Total within the State constructed during year.										0.2599	0.2599	0.2599

December 31, 1884.—Within the State.			
Length of iron rail	The length of rail is double the length of single track, columns (b) and (c) above.	Length in Miles.	Total Weight (Tons).
		163.5252	40.
		113.4558	39.6312
		0.5198	40.
		19.8814	39.2857
Total length of iron rail laid during the year		19.8814	39.2857
Total length of steel rail laid during the year			
Total length of iron rail replaced by steel rail during the year			

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were paid to the contractors who built the road as stipulated in the written contract. This company has not kept any records of such grants or donations, and has no information whereby entries can now be made in the books.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of the way was donated, but details cannot be given.

BONDS WHEREOF PRINCIPAL IS PAYABLE BY COMPANY—INTEREST BY STATE OR OTHER PARTIES.

(None.)

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

George B. Wilbur, President	Boston, Massachusetts.
S. W. Reynolds, Treasurer and Assistant Secretary	Boston, Massachusetts.
J. H. Goodspeed, Auditor	Boston, Massachusetts.
J. N. Victor, Superintendent	National City, California.
M. A. Luce, Attorney	San Diego, California.
F. M. Pattee, Secretary	San Diego, California.
A. B. Lawrie	Boston, Massachusetts.
Frank A. Kimball	National City, California.

BUSINESS ADDRESS OF THE COMPANY.

California Southern Railroad Company.....National City, California.

The California Southern Railroad Company was incorporated December 28, 1881, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

Names of Railroad Companies.	Dates of Incorporation.
California Southern Railroad Company.....	October 12, 1880
California Southern Extension Railroad Company.....	May 23, 1881

CAPITAL STOCK.

1. Capital stock authorized by charter.....		\$4,400,000 00
2. Capital stock authorized by votes of company.....		4,400,000 00
3. Capital stock issued [number of shares, 30,376]; amount paid in.....		3,037,600 00
4. Capital stock paid in on shares not issued [number of shares, —].....		None.
5. Total amount paid in, as per books of the company.....		\$3,037,600 00
6. Amount of capital stock issued but not full paid.....		None.
7. Amount per share still due thereon.....		None.
8. Par value of shares issued.....		\$100 00
9. Total number of stockholders.....	235	
10. Number of stockholders in California.....	3	
11. Amount of stock held in California.....		600 00

DEBT.

12. Funded debt as follows:		
Bonds; first mortgage, 6 per cent bonds.....		\$3,101,000 00
Interest paid on same during year.....		None.
Certificates of indebtedness.....		None.
Interest paid on same during year.....		None.
13. Total amount of funded debt.....		\$3,101,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property.....		\$355,474 00
All other debts, current credit balances, etc.....		59,978 98
15. Total amount of unfunded debt.....		\$415,452 98
16. Total gross debt liabilities.....		\$3,516,452 98
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand.....	\$4,358 68	
Materials and supplies on hand.....	87,149 66	
Sinking funds.....	None.	
Other securities and debt balances.....	92,096 46	\$183,604 80
18. Total net debt liabilities.....		\$3,332,848 18

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....		\$747,110 84
2. Bridging.....		203,671 49
3. Superstructure, including rails.....		1,158,995 69
4. Land.....		34,764 86
Land damages.....	\$18,285 76	
Fences.....	16,479 10	
5. Passenger and freight stations.....		33,562 96
6. Engine houses, car sheds, and turntables.....		13,912 74
7. Machine shops, including machinery and tools.....		49,185 04
8. Interest, and discount on securities.....		4,063,629 55
9. Engineering.....		109,312 39
Agencies, salaries, and other expenses during construction.....		160,944 64
Telegraph line.....		15,995 18
Wharves and storehouses.....		49,676 20
11. Total cost of construction.....		\$6,640,761 58

Equipment.

	Number.	To December 31, 1884.
		Cost.
12. Locomotives.....	7	\$87,893 70
16. Passenger cars.....	7	35,646 04
Mail and baggage.....	3	12,139 57
17. Freight cars.....	78	61,223 89
Other cars.....	20	6,635 74
18. Total for equipment.....		\$203,538 94

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

22. Other Securities.

	To December 31, 1884.	
	Nominal Am't.	Price Paid.
San Diego Land and Town Company stocks.....	\$9,600 00	*-----
California Southern Railroad Company stocks.....	800 00	\$160 00

* Donated to the company and taken into account at par.

23. Steamboat Property.

	To December 31, 1884.	
	Nominal Am't.	Price Paid.
One steam tug and four lighters.....	\$8,917 86	\$12,409 95

26. Total for property purchased, etc.....	\$18,677 86
27. Whole amount of permanent investments.....	6,844,300 52
28. Property in California—all.....	\$6,862,978 38
29. Amount of supplies and materials on hand.....	87,149 66
30. Cash and cash assets.....	96,455 14
31. Total property and assets of the company.....	\$7,046,583 18

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	\$3,288 92
2. Bridging.....	31 35
4. Land.....	14,049 93
Land damages.....	\$972 34
Fences.....	13,077 59
5. Passenger and freight stations.....	9 08
Woodsheds and water stations.....	503 17
6. Engine houses, car sheds, and turntables.....	836 96
7. Machine shops.....	1,052 33
8. Engineering, agencies, salaries, and other expenses during construction.....	4,478 47
Interest and discount.....	184,296 19
Telegraph line.....	16 82
Wharves and storehouses.....	9,889 70
9. Locomotives.....	1,786 22
13. Passenger, mail, and baggage cars.....	12,139 57
14. Freight and other cars.....	11,780 62
17. Any other expenditures charged to property account:	
Stock C. S. R. R. Co.....	160 00
17. Total.....	\$244,319 33
19. Property sold and credited to property account during the year:	
Cross ties (side tracks) taken.....	\$451 23
Rails, up to use in.....	2,041 74
Rail fastenings, repairs.....	204 43
Cash subsidy from citizens of San Bernardino, credited to right of way.....	291 94
Machine shops (shops and sheds torn down and not replaced).....	2,024 36
Engine houses.....	1,544 05
Tug Favorite sold.....	10,875 90
Freight cars sold (2).....	1,286 77
	18,720 42
20. Net addition to property account for the year.....	\$225,598 91

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$6,256 65
2. Derived from passengers from and to other roads, over roads operated by this company.....	72 00
5. Derived from express and extra baggage.....	78 81
6. Derived from mails.....	898 65
7. Total earnings from passenger department.....	<u>\$7,306 11</u>
8. Derived from local freight on roads operated by this company.....	\$11,424 50
11. Derived from other sources belonging to freight department.....	18 00
12. Total earnings from freight department.....	<u>\$11,442 50</u>

NOTE.—During the month of February the road was seriously damaged by floods and washouts, and to such an extent that it was not fully in operation until the following January. Practically, therefore, during that time the road had no earnings, whilst the expenses of putting the road in repair were more than ordinary. No computation of earnings or expenses per mile operated, or miles run, would be of any possible value for statistics.

14. Total transportation earnings.....	<u>\$18,748 61</u>
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.):	
Profit on work done in shops for outside parties.....	\$396 42
19. Total income derived from all sources.....	<u>\$19,145 03</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$4,962 60
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	15,856 07
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	995 61
4. Telegraph expenses.....	1,957 75
5. Total.....	<u>\$23,772 03</u>
6. Proportion belonging to passenger department.*	
7. Proportion belonging to freight department.*	

* See note above.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$164,790 01
3. Steel rails laid, deducting old rails taken up. (Number of miles, 8,863; weight per yard, 56 pounds).....	26,675 27
Number of miles, 1,937; weight per yard, 50 pounds.	
4. New ties (number, 4,813); cost.....	2,131 14
5. Repairs of bridges.....	18,710 21
6. Repairs of buildings and fixtures (stations and turntables).....	1,733 56
7. Repairs of and additions to machine shops and machinery.....	3,542 79
8. Repairs of fences, road crossings, and signs.....	5 06
9. Repairs of telegraph.....	1,946 69
10. Repairs of locomotives.....	1,833 63
14. Fuel for engines and cars:	
Number of tons of coal, 321.97; cost.....	3,180 37
15. Water and water stations.....	452 24
17. Oil and waste.....	279 54
19. Total.....	<u>\$225,280 51</u>
20. Proportion of same to passenger department.*	
21. Proportion of same to freight department.*	

* See note above.

22. Of the above there was expended for other than ordinary repairs.....	\$194,235 21
--	--------------

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$1,211 71
2. New passenger, mail, and baggage cars, charged to operating expenses.....	4,771 44
4. Salaries, wages, and incidentals of passenger trains.....	2,025 90
5. Salaries, wages, and incidentals of passenger stations.....	1,560 88
8. Total	<u>\$9,569 93</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$358 23
Repairs of dump and work cars.....	29 72
3. Damages and gratuities, freight.....	11 08
4. Salaries, wages, and incidentals of freight trains.....	3,172 87
5. Salaries, wages, and incidentals of freight stations.....	2,444 59
7. Amount paid other roads for balance of mileage of freight cars.....	18 27
8. Total	<u>\$6,034 76</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV*.....	\$264,659 23
10. Per train mile (total passenger and freight).†.....	
11. Percentage of expenses to total transportation earnings.†.....	
13. Total expenses.....	<u>\$264,659 23</u>

* Total operating expenses should be \$264,657 23, \$2 less than this footing, but this balance is charged to year 1885, and would have to return reports for 1884-85 to the company for alteration. The report for 1885 is much fuller.

† See note above.

NET INCOME, DIVIDENDS, ETC.

1. Total net deficit for the year.....	\$245,514 20
7. Balance for the year (deficit).....	245,514 20
10. Total surplus, December 31, 1884.....	<u>492,530 20</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>		
Cost of road.....		\$6,640,761 58
Cost of equipment.....		203,538 94
Other investments.....		18,677 86
Supplies and materials on hand.....		87,149 66
Cash, cash assets, and other items.....		96,455 14
Cash.....	\$4,358 68	
Bills receivable.....	57,031 16	
Accounts.....	35,065 30	
Total.....		<u>\$7,046,583 18</u>
<i>Credits.</i>		
Capital stock.....		\$3,037,600 00
Funded debt.....		3,101,000 00
Other debts:		
Vouchers and accounts payable.....	\$59,978 98	
Interest unpaid.....	186,240 00	
Due to subscribers.....	134,234 00	
Unpaid drafts.....	30,000 00	
Notes payable.....	5,000 00	
		<u>415,452 98</u>
Profit and loss (profit, if any).....		492,530 20
Total.....		<u>\$7,046,583 18</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
By balance, December 31, 1883.....		\$738,044 40
Earnings for the year 1884.....		19,145 03
Contra.		
To operating expenses for the year.....	\$264,659 23	
Balance carried forward to the year of 1885.....	492,530 20	
Totals.....	<u>\$757,189 43</u>	<u>\$757,189 43</u>
January 1, 1885—By balance from above.....		\$492,530 20

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook	Jan. 2, 1882.
From National City to Temecula	March 27, 1882.
From National City to 105 Mile Siding	April 24, 1882.
From National City to 109 Mile Siding	July 10, 1882.
From National City to 116 Mile Siding	July 28, 1882.
From National City to Riverside	Aug. 12, 1882.
From National City to Colton	Aug. 21, 1882.
From National City to San Bernardino	Sept. 13, 1882.
2. Length of main line of road from National City to San Bernardino.....	129.750 miles.
Length of main line in California	129.750 miles.
10. Total length of road belonging to this company	129.750 miles.
11. Aggregate length of siding and other tracks not enumerated above	7.111 miles.
12. Same in California	7.111 miles.
13. Aggregate length of track belonging to this company computed as single track	136.861 miles.
14. Same in California	136.861 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail:	
Weight per yard, 50 pounds	261.039 miles.
Weight per yard, 56 pounds	8.863 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	None.
18. Number of wooden bridges (aggregate length, 15,661 feet), in California	121
Number of wooden bridges (aggregate length, -- feet), outside State	None.
19. Number of crossings of highways at grade, in California	48
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	48
27. Number of railroad crossings at grade	1
At Colton, crossing tracks Southern Pacific Railroad Company	
34. Total miles of road operated by this company	129.750 miles.
35. Total miles of road operated by this company in California	129.750 miles.
36. Number of stations on all roads operated by this company	22
37. Number of stations on all roads owned by this company	22
38. Same in California	22
39. Miles of telegraph on line of road operated by this company	129.750 miles.
40. Miles of telegraph owned by this company	129.750 miles.
41. Number of telegraph offices in company stations	6
42. Number of telegraph stations operated by this company	6

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	7	61,120
Maximum weight of engines in working order	[77,475]	
2. Tenders	7	
Average weight of tenders full of fuel and water		37,405
Maximum weight of tenders full of fuel and water	[56,900]	
Average joint weight of engines and tenders		98,525
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[45.10 feet]	
4. Total length of heaviest engine and tender over all	[55 feet]	
6. Passenger cars	7	
Average weight		34,755
Maximum weight	[35,110]	
7. Mail and baggage cars	3	32,700
8. Eight-wheel box freight cars	31	20,500
10. Eight-wheel platform cars	47	17,600
12. Other cars	20	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	3
(Kind of brake, Westinghouse.)	
16. Number of cars equipped with train brakes	9
(Kind of brake, Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	7

MILEAGE, TRAFFIC, ETC.

7. Miles run by other trains, and for what purpose:	
Mixed trains	15,024
Work trains	35,469
Special	826
8. Total train miles run	51,319
9. Total number of passengers carried	3,450
Number of through passengers going west (or south)	72
Number of local passengers going east (or north)	1,700
Number of local passengers going west (or south)	1,738
10. Total passenger mileage, or passengers carried one mile	146,159
11. Passenger mileage to and from other roads	1,520
Average number of miles traveled by each local passenger	42.07
Average number of miles traveled by each through passenger	126.70
Average number of miles traveled by each passenger, through and local	42.37
12. Number of tons freight carried (not including gravel)	3,766
Number of tons freight in this State, carried	3,733
Number of tons freight produced in this State, carried	2,573
Number of tons of each class of freight produced in this State, carried:	
Grain	462
Fruit	27
Wool	104
Honey	126
Flour	106
Hay	35
Lumber	1,490
Lime	99
Miscellaneous	124
Total	2,573
13. Total freight mileage, or tons carried one mile	163,981
15. Highest rate of fare per mile for any distance (excluding one mile)	5 cents.
16. Lowest rate of fare per mile for any distance (single fare)	4.6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	4.33 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	4.33 cents.
18. Average rate of fare per mile received from passengers to and from other roads	4.74 cents.
20. Average rate of fare per mile for all passengers	4.33 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company	6.967 cents.
25. Average rate of freight per ton per mile for all	6.967 cents.
Average rate of freight per ton per mile, products of this State	6.947 cents.
Average rate of freight per ton per mile, products of other States	7.610 cents.
26. Average number of cars in passenger trains (including baggage cars, mixed)	4
28. Average weight of passenger trains, mixed, including locomotives and tenders, in working order (exclusive of passengers)	204,080
30. Number of persons regularly employed by company, including officers	108
Average monthly pay of employes, other than officers	\$51 30
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	100
Average monthly pay of freight conductors	
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	25 00
Average monthly pay of mechanics in shops	72 00
Average monthly pay of laborers	50 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employés	1	1	-----	3	1	4	1	4

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

February 10, 1884—A. McDevitt, brakeman; collar bone broken while coupling cars.
 October 18, 1884—Thomas Spilline, foreman of a China gang, employed on the repairs in Temecula Cañon; eyes and one hand injured by premature explosion of a blast. Accident caused by his own carelessness in cutting fuse too short.
 December 16, 1884—J. T. Hook, employed on pile driver on repairs in Temecula Cañon; hand injured by pile-driver hammer. His own negligence.
 December 16, 1884—George A. Grimes, carpenter, employed in repairs of bridge in Temecula Cañon; leg broken by a piece of bridge timber falling on it. His own negligence.
 December 26, 1884—Augustus Genero, laborer, employed on the repairs in Temecula Cañon; almost instantly killed by a slide.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage...	1	1882	1922	Gold -----	Gold -----	6	January and July.
Authorized Amount.	Total Issued December 31, 1884.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1884.		
		To December 31, 1884.	During Year.	Overdue.			
\$4,400,000	\$3,101,000	\$186,060	\$186,060	\$186,060	\$3,101,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track, December 31, 1884.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Single.	Length of Roadway, Single and Double Track.		Reduced to Single Track.			Track and Sidings.	
			Single.	Double.	Track.	Sidings.	Track.		
Main line and Branches.	From—	To—	Steel.	Steel.	Steel.	Iron.	Steel.	Iron.	Steel.
Main line within State	National City.	San Bernardino.	129,750	129,750	129,750	1,910	5,201	(b) 1,910	(c) 134,951
Total on whole road Dec. 1, 1884			129,750						
December 31, 1884.									
Within the State.					Total.				
Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail	3,820	39	3,820	150	39	3,820	39	150	
Length of steel rail	261,039	39	261,039	10,270	40	269,902	40	10,660	
	8,813	44		390					

The length of rail is double the length of single track, columns (b) and (c) above.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Amount Held by Company as an Investment.	Remarks.
Subscriptions of the citizens of San Diego to apply towards the payment of right of way	\$10,000 00	-----	Credited in construction to the cost of right of way.
Subscriptions of the citizens of San Bernardino to apply towards the payment of right of way	19,210 82	-----	Credited in construction to the cost of right of way.
Capital stock of the San Diego Land and Town Company—7,404 shares....	740,400 00	\$9,600 00	7,308 shares were distributed among the stockholders.

TABLE E. OTHER AID OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.		Estimated Value.	
			Total.	Net Total.	Per Acre.	Total.
California Southern Railroad Company, right of way	24.242	38.929	943.716	943.716	\$1 25	\$1,179 64
Depot grounds	-----	-----	43.575	43.575	1 25	54 47
Totals	-----	-----	987.291	987.291	-----	\$1,234 11

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals	Right of way, 551.584 acres	\$6,478 00
San Diego Land and Town Company	Right of way, 32.371 acres	9,729 29
Colton Land and Water Company	Right of way, 3.786 acres	378 60
City of San Diego	Right of way, 19.107 acres	411 85
Individuals	Depot grounds, 218.665 acres	61,875 82
San Diego Land and Town Company	Depot grounds, 45.431 acres	15,900 85
City of San Diego	Depot grounds, 1.268 acres	507 20
Total	-----	\$95,281 61

STATE OF MASSACHUSETTS, }
County of Suffolk. } ss.

I, George B. Wilbur, President of the California Southern Railroad Company, and Stephen W. Reynolds, Treasurer of the same company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commis-

sioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

GEORGE B. WILBUR.
S. W. REYNOLDS.

Subscribed and sworn to before me, this third day of April, 1885.

W. B. D. GAY, Notary Public.

CARSON AND COLORADO RAILROAD COMPANY—THIRD DIVISION.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

H. M. Yerington, President.....	Carson City, Nevada.
D. A. Bender, Secretary.....	Carson City, Nevada.
S. P. Smith, Treasurer.....	San Francisco, California.
J. H. Dobinson.....	San Francisco, California.
M. B. Langhorne.....	San Francisco, California.
W. S. Woods.....	San Francisco, California.
D. L. Bliss.....	Carson City, Nevada.

BUSINESS ADDRESS OF THE COMPANY.

204 Montgomery Street.....	San Francisco.
Carson City.....	Nevada.

The Carson and Colorado Railroad Company, Third Division, was incorporated November 21, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,500,000 00
2. Capital stock authorized by votes of company.....	3,500,000 00
3. Capital stock issued [number of shares, 16,200]; amount paid in.....	1,620,000 00
4. Capital stock paid in on shares not issued [number of shares, none]....	
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	14
10. Number of stockholders in California.....	10

DEBT.

12. Funded debt as follows:	
Bonds.....	None as yet issued.
14. Unfunded debt.....	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Cannot say, as the road was constructed and equipped for its issue of stocks and bonds, at the rate of \$15,000 per mile.

Equipment.

	Number.....	To December 31, 1884.
		Cost.
12. Locomotives.....	1	\$9,000 00
13. Snowplows on wheels.....	None.	
14. Parlor cars.....	None.	
15. Sleeping cars.....	None.	
16. Passenger cars.....	None.	
Mail cars.....	None.	
Baggage cars.....	None.	
17. Freight cars.....	100	

REVENUE FOR THE YEAR.

The railroad of this company is leased to the Carson and Colorado Railroad Company (a Nevada incorporation), which company, for the use of said railroad, agrees to pay the cost of operating same, and to keep same in good repair. The revenue is therefore included in the revenue or earnings of the Carson and Colorado Railroad Company. The earnings have not exceeded the actual cost of operating the road.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

The railroad of the company being leased to the Carson and Colorado Railroad Company (a Nevada incorporation), the expenses of the road are included in the expenses of that company, separate accounts not being kept.

DESCRIPTION OF ROAD.

- | | | |
|--|--|--------------------------------|
| 1. Date when the road or portions thereof were opened for public use: | From California-Nevada State line to Keeler..... | August, 1883 |
| 2. Length of main line of road from State line, California, to Keeler, Cal.. | Length of main line in California..... | 107.68 miles.
107.68 miles. |

Bridges built within the year in California.

No bridges on the line within the State of California.

ROLLING STOCK.

	Number.	Average Weight (Pds.)	Market Value.
1. Locomotives.....	4		\$20,000 00
Average weight of engines in working order		48,000	
2. Tenders (included in locomotives):			
Average weight of tenders full of fuel and water		20,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
4. Total length of heaviest engine and tender over all [42½ feet]			
8. Eight-wheel box freight cars.....	40	14,000	Cannot say.
10. Eight-wheel platform cars	60	9,000	Cannot say.

NOTE.—Rolling stock mentioned herein is leased with the company's railroad to Carson and Colorado Railroad Company.

- | | |
|---|---|
| 15. Number of locomotives equipped with train brakes..... | 4 |
| (Kind of brake—hand brake on tender.) | |

MILEAGE TRAFFIC, ETC.

- | | |
|---|---------------------|
| 1. Miles run by passenger and freight trains, 107½, six times per week, that is, three times per week going south and three times per week going north. | |
| 5. Rate of speed of express freight trains, including stops..... | 16 miles. |
| 6. Rate of speed of accommodation freight trains, including stops | 16 miles. |
| 8. Total train miles run | No statistics kept. |
| 9. Total number of passengers carried | No statistics kept. |
| 16. Highest rate of fare per mile for any distance (excluding 1 mile)..... | 10 cents. |
| 17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company..... | 6 cents. |
| Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets | 6 cents. |
| 18. Average rate of fare per mile received from passengers to and from other roads..... | 6 cents. |
| 19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket..... | 4 cents. |
| 20. Average rate of fare per mile for all passengers..... | 5 cents. |
| 21. Highest rate of freight per ton per mile for any distance..... | 15 cents. |

22. Lowest rate of freight per ton per mile for any distance.....	1½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	Cannot say.
24. Average rate of freight per ton per mile to and from other roads.....	Cannot say.
25. Average rate of freight per ton per mile for all.....	Cannot say.
Average rate of freight per ton per mile, products of this State.....	Cannot say.
Average rate of freight per ton per mile, products of other States.....	Cannot say.
26. Average number of cars in passenger trains (including baggage cars).....	3
27. Average number of cars in freight trains—basis of eight-wheel.....	4 or 5

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1884. Reduced to Single Track.		
Main Line and Branches.	From—	To—	Track— Steel.	Sidings— Steel.	Track and Sidings.
Main line within State....	State Line ..	Keeler	107.68	2.50	110.18
Total on whole road, December 31, 1884.....			107.68	2.50	110.18
Total constructed during year.....			None.	None.	None.
Total within the State constructed during year.....			None.	None.	None.
Total without the State constructed during year			None.	None.	None.

The length of rail is double the length of single track.	December 31, 1884.			
	Within the State.		Total.	
	Length in Miles.	Total Weight (Tons).	Length in Miles.	Total Weight (Tons).
Total length of iron rail laid during the year			None.	.....
Total length of steel rail laid during the year			None.	.....
Total length of iron rail replaced by steel rail during the year			None.	.....

STATE OF NEVADA, }
County of Ormsby. } ss.

H. M. Yerington, President of the Carson and Colorado Railroad Company, Third Division, and D. A. Bender, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

H. M. YERINGTON, President.
D. A. BENDER, Secretary.

Subscribed and sworn to before me, this third day of October, 1885.

WILLIS G. CLARKE,
Notary Public, Ormsby County, Nevada.

CENTRAL PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
C. P. Huntington, First Vice-President.....	New York.
Charles Crocker, Second Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
E. H. Miller, Jr., Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.
W. V. Huntington.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....	San Francisco.
No. 23 Broad Street.....	New York.

The Central Pacific Railroad Company was incorporated August 22, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

- Central Pacific Railroad Company, consolidated June 23, 1870.
Central Pacific Railroad Company of California (amended October 8, 1864; chartered June 23, 1861.)
The Western Pacific Railroad Company, chartered December 13, 1862..... } The Western Pacific Railroad Company, consolidated November 2, 1869.
San Francisco Bay Railroad Company, chartered September 25, 1868..... }
- California and Oregon Railroad Company, consolidated December 18, 1869.
California and Oregon Railroad Company, chartered June 30, 1865..... } California and Oregon Railroad Company, consolidated January 16, 1868.
Marysville Railroad Company, chartered November 29, 1867..... }
Yuba Railroad Company, chartered November 17, 1862..... }
- San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
San Francisco and Alameda Railroad Company, chartered March 25, 1863..... } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863..... }
San Francisco and Oakland Railroad Company, chartered October 21, 1861.
- San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
2. Capital stock authorized by votes of company.....	100,000,000 00
3. Capital stock issued [number of shares, 592,755]; amount paid in.....	59,275,500 00
4. Capital stock paid in on shares not issued [number of shares].....	None.
5. Total amount paid in, as per books of the company.....	59,275,500 00
6. Amount of capital stock issued but not full paid.....	None.
7. Amount per share still due thereon.....	None.
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	2,600
10. Number of stockholders in California.....	Have no means of telling the residence of owners.

DEBT.

12. Funded debt, as follows:	
Bonds.....	\$52,152,000 00
Interest paid on same during year.....	\$3,192,780 00
13. Total amount of funded debt.....	<u>\$52,152,000 00</u>
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property.....	} \$13,101,140 27
All other debts, current credit balances, etc.....	
United States bonds.....	
15. Total amount of unfunded debt.....	<u>\$40,956,820 27</u>

16. Total gross debt liabilities	\$93,108,820 27
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$553,855 73
Materials and supplies on hand	4,354,434 28
Sinking funds (company's)	7,058,544 17
Other securities and debt balances	2,369,976 88
United States sinking fund and transportation account	9,496,451 01
	<u>\$23,833,262 07</u>
18. Total net debt liabilities	<u>\$69,275,558 20</u>
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company:	
California Pacific Railroad Company:	
1,600 bonds, \$1,000 each, six per cent, principal and interest guaranteed	\$1,600,000 00
4,000 bonds, \$500 each, six per cent	2,000,000 00
2,000 bonds, \$500 each, three per cent	1,000,000 00
Stockton and Copperopolis Railroad Company:	
1,000 bonds, \$500 each, five per cent, principal and interest guaranteed	500,000 00
San Pablo and Tulare Railroad Company:	
1,023 bonds, \$1,000 each, six per cent, principal and interest guaranteed	1,023,000 00
Northern Railway:	
3,964 bonds, \$1,000 each, principal and interest guaranteed	3,964,000 00
	<u>\$10,087,000 00</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

CONSTRUCTION.		To December 31, 1884.
1. Grading and masonry		These items have not been kept separate, and cannot be shown in detail.
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction		\$141,907,155 09
EQUIPMENT.		To December 31, 1884.
	Number.	Cost.
12. Locomotives	235	\$2,847,145 61
13. Snow plows on wheels	9	37,536 02
14. Parlor cars, officers'	5	
15. Sleeping cars, first class	47	
16. Passenger cars—passenger, 149; emigrant, 72	221	1,692,982 65
Mail cars	59	
Baggage cars and express		
17. Freight cars	4,566	3,618,239 88
Other cars	762	103,041 53
18. Total for equipment—engines, 235; and cars	5,669	\$3,298,945 69

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

19. <i>Lands.</i>	
To December 31, 1884	\$1,517,973 21
20. <i>Stock of other roads.</i>	
(Included in other securities.)	
21. <i>Bonds of other roads.</i>	
(None.)	
22. <i>Other securities.</i>	
(Included in other securities.)	
23. <i>Steamboat property:</i>	
Ferry steamers—Alameda, Amador, Capital, El Capitan, Oakland, Piedmont, Julia, Thoroughfare, Transit. (The cost of ferry steamers is included in construction account.)	
River steamers—Apache, Enterprise, Modoc. (River steamers and barges were purchased by the company, in connection with real estate and other property, and the cost of each cannot be stated.)	
Barges—Ace of Spades, Yolo. (The cost of river steamers, barges, and other property bought in connection therewith, was, on December 31, 1884, \$651,676 46.)	

24. *Investment in transportation lines.*

(None.)

25. *Other property purchased.*

	To Dec. 31, 1884.
Shops and rolling mill at Sacramento (other shops included in construction account)	\$1,229,490 54
Machinery and tools in shops	1,052,914 24
Total	\$2,282,404 78

26. Total for property purchased, etc.	\$4,452,054 45
27. Whole amount of permanent investments	\$154,658,155 23
29. Amount of supplies and materials on hand	4,354,434 28
30. Cash and cash assets	19,478,827 79
31. Total property and assets of the company*	\$178,491,417 30

* Does not include land granted to the company, nor unpaid balances on land sales.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

No.	Applicable to Redemption of what Bonds.		Received During Year 1884.	Applied During Year 1884.	On Hand December 31, 1884.
	Character.	Series.			
2	California State Aid Bonds		\$97,640 59	\$1,001,000 00	\$246,937 49
3	First mortgage C. P. R. R.	A to D	114,720 09		1,265,016 99
4	First mortgage C. P. R. R.	E to I	99,958 05		987,883 14
5	First mortgage Western Pacific ..	A and B	38,859 30		285,186 38
6	California and Oregon	A and B	157,689 62		1,183,031 05
7	Income Bonds		431,265 49		2,257,758 90
8	San Francisco, Oakland and Alameda		124,244 57		555,153 47
9	San Joaquin Valley		62,122 29		277,576 75
	Totals		\$1,126,500 00	\$1,001,000 00	\$7,058,544 17

In addition to the above there are the following funds for the redemption of the company's bonds:

Cash in hands of Trustees for the Land Grant Mortgage, to redeem Land Bonds.....	\$883,296 94
Sinking Fund Bonds and cash in the United States Treasury (\$270,768 70)...	2,864,763 97

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations	}	\$273,984 12
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives		2,084 97
10. Snow plows on wheels	}	
11. Parlor cars		
12. Sleeping cars		32,110 53
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
17. Any other expenditures charged to property account:		
Filling, etc., at Sacramento shops		907 27
Filling in Mission Bay, San Francisco		3,749 64
New machinery and tools for shops		264,932 25
Rolling mill at Sacramento		144 96
Construction, Oregon Division		866,974 68
20. Net addition to property account for the year		\$1,444,888 42

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$4,869,783 06
2. Derived from passengers from and to other roads, over roads operated by this company	2,356,787 88
4. Derived from other sources belonging to passenger department—sleeping cars	194,267 08
5. Derived from express and extra baggage	358,864 20
6. Derived from mails	562,454 82
7. Total earnings from passenger department	\$8,342,157 04
8. Derived from local freight on roads operated by this company.....	\$9,570,992 71
9. Derived from other roads as tolls for use of freight cars	6,742 53
10. Derived from freight from and to other roads on joint tariff	3,472,041 56
12. Total earnings from freight department	\$13,049,776 80
13. Derived from rents of road and equipment when leased:	
Miscellaneous earnings	\$612,539 28
Rent of telegraph lines	97,000 00
Rent of warehouses, etc.	64,633 16
14. Total transportation earnings	\$22,166,106 28
15. Earnings per mile of road operated (average, 2,957 miles)	\$7,496 14
16. Earnings per train mile (total passenger and freight)	2 07
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Receipts from nontrust lands	4,025 91
Receipts from investments	15,924 68
Interest on sinking funds	373,000 00
Land grant bonds redeemed	472,000 00
Refunded by C. P. R. R. for loss in operating Colorado Division, in 1883.....	234,211 83
19. Total income derived from all sources	\$23,265,268 70

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$685,180 58
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's general office and miscellaneous expenses	1,688,017 09
Legal expenses	246,686 28
Civil engineering.....	6,836 78
Land department expense.....	70,332 96
Damages for stock killed	9,347 10
3. Insurance premiums and losses by fire, and damages for fires set by engines	46,194 93
4. Telegraph expenses.....	169,565 51
5. Total	<u>\$2,922,161 23</u>
6. Proportion belonging to passenger department	\$1,168,280 06
7. Proportion belonging to freight department	1,753,881 17

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$1,208,729 40
Number of miles, 30.9828; weight per yard, 50 pounds }	
Number of miles, 51.1203; weight per yard, 60 pounds }	340,020 35
4. New ties. (Number, 269,715); cost.....	127,675 18
5. Repairs of bridges.....	468,492 28
6. Repairs of buildings.....	105,516 52
7. Repairs of snowsheds	103,601 95
8. Repairs of fences, road crossings, and signs.....	34,576 40
9. Removing ice and snow	63,073 54
10. Repairs of locomotives	679,175 42
12. Repairs of snow plows.....	670 46
14. Fuel for engines and cars:	
Number of cords of wood, 61,832½; cost.....	297,642 98
Number of tons of coal, 258,977½; cost	1,983,377 15
15. Water and water stations.....	131,906 13
16. Fuel for stations and shops:	
For shops	Chg'd pro rata
For stations.....	to work.
	Charg'd station
	service.
17. Oil and waste.....	53,219 72
18. Switchmen, watchmen, flag and signalmen	Includ'd in train
	service.
19. Total	<u>\$5,597,677 48</u>
20. Proportion of same to passenger department	\$2,237,951 46
21. Proportion of same to freight department	3,359,726 02

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$302,129 95
Repairs of officers' cars	14,147 18
3. Damages and gratuities, passengers.....	84,171 69
4. Salaries, wages, and incidentals of passenger trains	768,932 05
Salaries, wages, and incidentals of ferries	327,441 05
5. Salaries, wages, and incidentals of passenger stations.....	348,548 71
8. Total	<u>\$1,845,370 63</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$446,552 46
Repairs of dump and work cars	4,357 08
3. Damages and gratuities, freight.....	66,268 32
4. Salaries, wages, and incidentals of freight trains.....	1,154,359 73
Salaries, wages, and incidentals of ferries	491,571 09
5. Salaries, wages, and incidentals of freight stations.....	523,258 97
7. Amount paid other roads for balance of mileage of freight cars	61,857 00
8. Total	<u>\$2,748,224 65</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	<u>\$13,113,433 99</u>

12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed :

Rio Grande Bridge	\$12,000 00
Yuma Bridge	10,591 40
Amador Branch	42,000 00
Berkeley Branch	9,216 00
Los Angeles and Independence	20,196 00
Los Angeles and San Diego	33,384 00
Northern Railway, and San Pablo and Tulare	631,850 00
Southern Pacific of California	1,918,202 65
Southern Pacific of Arizona	622,355 40
Southern Pacific of New Mexico	270,896 40
Sacramento and Placerville	7,200 00
Galveston, Harrisburg, and San Antonio	3,609 84
California Pacific	600,000 00
Stockton and Copperopolis	25,000 00
Union Pacific	43,768 97

13. Total expenses \$17,363,704 65

NET INCOME, DIVIDENDS, ETC.

1. Total net income (not including interest)	\$5,056,564 05
2. Percentage of same to capital stock and net debt	3 93
3. Percentage of same to total property and assets	2 83
4. Interest accrued during the year:	
On funded debt	\$3,192,780 00
On other debt	685,707 29
Total	3,878,487 29
5. Dividends declared (3 per cent) for the year	1,778,265 00
6. Date of last dividend declared, February 1, 1884	\$1,778,265 00
7. Balance for the year (deficit)	600,188 24
8. Surplus at commencement of the year	24,978,988 33
Add entries made in profit and loss account during the year, not included in the foregoing statement	845,000 00
10. Total surplus December 31, 1884	\$25,223,800 09
11. Paid to sinking funds in hands of Trustees (including United States) ..	\$2,137,351 52

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$8,342,157 04
2. Per passenger train mile	\$2 47
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	\$1,168,280 06
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	2,237,951 46
5. Expenses, "Passenger Traffic," as per Class III, No. 8	1,845,370 63
6. Total expenses (not including interest)	\$5,251,602 15
7. Per passenger train mile	\$1 55
8. Net earnings (not including interest)	\$3,090,554 89
9. Per passenger train mile	92

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$13,049,776 80
2. Per freight train mile	\$2 57
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	\$1,753,881 17
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	3,359,726 02
5. Expenses, "Freight Traffic," as per Class IV, No. 8	2,748,224 65
C. Total expenses	\$7,861,831 84

7. Per freight train mile.....	\$1 55	
8. Net earnings.....		\$5,187,944 96
9. Per freight train mile.....	1 02	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>		
Cost of road.....		\$141,907,155 09
Cost of equipment.....		8,298,945 69
Other investments.....		4,452,054 45
Supplies and materials on hand.....		4,354,434 28
Sinking funds in hands of Trustees.....		7,058,544 17
Cash, cash assets, and other items:		
Cash on hand.....		553,855 73
United States sinking fund and transportation account.....		9,496,451 01
Stocks owned.....		1,089,250 42
Bills receivable.....		10,000 00
Accounts receivable.....		387,429 52
Total		\$177,608,120 36
<i>Credits.</i>		
Capital stock.....		\$59,275,500 00
Funded debt.....		52,152,000 00
Other debts:		
Government bonds.....		27,855,680 00
Unclaimed dividends.....		15,528 00
Bills payable and demand loans.....		4,928,500 00
Accounts payable.....		5,064,792 53
Trustees land grant mortgage.....		883,296 94
Sinking fund uninvested.....		2,168,859 17
Hospital fund.....	\$105,559 40	
Less cost of property.....	65,395 77	
		40,163 63
Profit and loss (profit, if any).....		25,223,800 09
Total		\$177,608,120 36

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Balance to credit January 1, 1884.....		\$24,978,988 33
Land bonds redeemed with land sales.....		472,000 00
Interest on company's sinking fund.....		373,000 00
Refund of S. P. R. R. for loss in operating Colorado Division, 1883.....		234,211 83
Dividends on investments.....		1,200 00
Net earnings of steamer division.....		14,724 68
Earnings of road for 1884.....		22,166,106 28
		\$48,240,231 12
Interest paid.....	\$3,878,487 29	
General and miscellaneous expense.....	659,271 06	
Legal expenses.....	246,686 28	
Civil engineering.....	6,836 78	
Taxes.....	685,180 58	
Land department. { Expenses.....\$70,332 96		
Receipts.....4,025 91	66,307 05	
Operating expenses for 1884.....	15,695,396 99	
Dividend No. 17 paid February 1, 1884 (3 per cent).....	1,778,265 00	
		23,016,431 03
Balance brought down		\$25,223,800 09

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use (eastward):	
From Sacramento to Newcastle	Nov. 1, 1864
From Sacramento to Auburn	May 14, 1865
From Sacramento to Clipper Gap	June 19, 1865
From Sacramento to Colfax	Sept. 11, 1865
From Sacramento to Dutch Flat	July 5, 1866
From Sacramento to Alta	July 11, 1866
From Sacramento to Cisco	Dec. 3, 1866
From Sacramento to Truckee	April 3, 1868
From Sacramento to Reno	June 19, 1868
From Sacramento to Wadsworth	July 22, 1868
From Sacramento to Brown's	Aug. 21, 1868
From Sacramento to Oreana	Sept. 20, 1868
From Sacramento to Winnemucca	October 1, 1868
From Sacramento to Argenta	Nov. 19, 1868
From Sacramento to Elko	Jan. 25, 1869
From Sacramento to Carlin	March 15, 1869
From Sacramento to Terrace	May 27, 1869
From Sacramento to Promontory	May 29, 1869
From Sacramento to Ogden	May 29, 1869
1. Date when the road, or portions thereof, were opened for public use (westward):	
From Sacramento to Galt	May 15, 1869
From Sacramento to Lodi	Aug. 4, 1869
From Sacramento to Stockton	Aug. 14, 1869
From Sacramento to San José	Sept. 15, 1869
From Sacramento to Alameda Wharf	Sept. 8, 1869
From Sacramento to San Francisco, about	Dec. 1, 1869
1. Date when the road, or portions thereof, were opened for public use (northward):	
From Roseville Junction to Lincoln	Oct. 24, 1867
From Roseville Junction to Wheatland	Oct. 28, 1867
From Roseville Junction to Yuba	Sept. 19, 1868
From Roseville Junction to Marysville	June 1, 1869
From Roseville Junction to Nelson	May 31, 1870
From Roseville Junction to Chico	July 2, 1870
From Roseville Junction to Sesma	July 11, 1871
From Roseville Junction to Tehama	Aug. 28, 1871
From Roseville Junction to Red Bluff	Dec. 6, 1871
From Roseville Junction to Redding	Sept. 1, 1872
From Roseville Junction to Delta	Sept. 1, 1884
1. Date when the road, or portions thereof, were opened for public use (southward):	
From Lathrop to Modesto	Nov. 8, 1870
From Lathrop to Merced	Jan. 25, 1872
From Lathrop to Sycamore	April 1, 1872
From Lathrop to Fresno	May 28, 1872
From Lathrop to Goshen	Aug. 1, 1872
2. Length of main line of road from Oakland wharf to terminal near Ogden	
Length of main line in California	872.0769
Length of main line in other States	273.7069
	598.3700
5. Branches owned by the company	
Names and description of; single or double track:	4
Oregon Branch, Roseville to near Delta, single track	192.1009
Visalia Branch, Lathrop to Goshen, single track	146.0796
San José Branch, Niles to San José	17.5363
Oakland Branch, Oakland Pier to Brooklyn	4.84
Oakland Branch, Oakland Pier to Melrose	8.12
Alameda Branch, drawbridge to Seventh and Harrison	0.49
Alameda Branch, Mastic to Alameda Wharf	1.88
Alameda Branch, Fernside to Brooklyn	1.98
6. Total length of branches owned by the company	373.0268
7. Total length of branches owned by the company in California	373.0268
9. Length of double track on branches	7.7200
10. Total length of road belonging to this company	1,245.1037
11. Aggregate length of siding and other tracks not enumerated above	231.9257
12. Same in California	161.9909
13. Aggregate length of track belonging to this company computed as single track	1,484.7494
14. Same in California	816.4446

15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 lbs.)	
19. Number of spans of bridges of twenty-five feet and upwards, in California (exclusive of trestles).....	221
Number of spans of bridges of twenty-five feet and upwards, outside State (exclusive of trestles).....	13
18. Number of iron bridges (aggregate length, 1,096.3 feet), in California (exclusive of trestles).....	5
Number of iron bridges (aggregate length, 432 feet), outside State (exclusive of trestles).....	2
18. Number of wooden bridges (aggregate length, 17,133.8 feet), in California (exclusive of trestles).....	49
Number of wooden bridges (aggregate length, 1,416.8 feet), outside State (exclusive of trestles).....	10

Bridges Built within the Year in California.

Location.	Kind.	Material.	Length.	When Built.
Spring Creek.....	One span.....	Wood.....	*180' 6"	Aug. 12, 1883
Big Back Bone.....	One span.....	Wood.....	*155'	Dec. 4, 1883
2d Crossing, Sacramento River.....	Three spans.....	Wood.....	444'	April 13, 1884
3d Crossing, Sacramento River.....	Two spans.....	Iron.....	263' 7"	June 30, 1884
4th Crossing, Sacramento River.....	Four spans.....	Iron and wood.....	382' 2"	July —, 1884
5th Crossing, Sacramento River.....	Three spans.....	Iron.....	325' 8"	Aug. 20, 1884

* These bridges were not reported in 1883.

Miles of embankment replaced by bridges or trestlework, during year, in California.....	None.
Miles of embankment replaced by bridges or trestlework, during year, outside of State.....	None.
19. Number of crossings of highways at grade, in California.....	519
Number of crossings of highways at grade, outside State.....	204
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	9
22. Number of highway bridges eighteen feet above track, in California.....	1
24. Number of highway crossings at which gates or flagmen are maintained in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	517
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....	204
27. Number of railroad crossings at grade.....	14
One crossing of local line at intersection of Cedar Street and Railroad Avenue, Oakland; one crossing of main line at intersection of Cedar Street and Atlantic Street, Oakland: one crossing on local and Western on Oakland Mole; one crossing of Alameda Branch at Alice Street; one crossing of Alameda Branch near Brooklyn Station; one crossing of South Pacific Coast (narrow gauge) Railroad at Alameda; one crossing of South Pacific Coast (narrow gauge) Railroad at First Street and Webster Street, Oakland; one crossing of South Pacific Coast (narrow gauge) Railroad at Seventh Street and Webster Street, Oakland; one crossing of Stockton and Copperopolis Railroad at Stockton; one crossing of San Joaquin and Sierra Nevada Railroad at Lodi; one crossing of Sacramento and Placerville Railroad at Brighton; one crossing of California Pacific Railroad at Sacramento; one crossing of California Northern Railroad at Marysville; one crossing of Utah Central Railroad at Ogden. Also, five street railroad crossings in Oakland and Alameda.	
28. Number of the railroad crossings over the roads.....	1
Crossing of Nevada County Narrow Gauge, near Colfax.	
29. Number of railroad crossings under other railroads.....	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

NAME OF COMPANY.	Termini.		Length (Miles).	Amount of Rental.
	From.	To.		
Southern Pacific Railroad of California.....	Huron.....	Colorado River.....	528.56	\$250 per mile per month.
Southern Pacific Railroad of California.....	Los Angeles.....	San Pedro.....	24.24	\$250 per mile per month.
Southern Pacific Railroad of Arizona.....	Colorado River.....	New Mexico.....	384.17	\$135 per mile per month and taxes.
Southern Pacific Railroad of New Mexico.....	Arizona.....	Rio Grande.....	167.22	\$135 per mile per month.
Pacific Improvement Company.....	Col. River Bridge.....		.13	\$1,000 per month.
Pacific Improvement Company.....	Rio Grande Bridge.....		.23	\$1,000 per month.
Galveston, Harrisburg, and S. A. R'y.....	Rio Grande Bridge.....	El Paso.....	3.61	\$83 33 per mile per month.
Los Angeles and San Diego Railroad.....	Florence.....	Santa Ana.....	27.60	\$100 per mile per month and taxes.
Los Angeles and Independence Railroad.....	Los Angeles.....	Santa Monica.....	16.83	\$100 per mile per month and taxes.
Stockton and Copperopolis Railroad.....	Stockton.....	Milton.....	30.00	Principal and interest on \$500,000 thirty-year bonds at 5 per cent and net earnings to apply on floating debt of Stockton and Copperopolis Railroad Company.
Stockton and Copperopolis Railroad.....	Peters.....	Oakdale.....	19.00	\$3,500 per month and taxes.
Amador Branch Railroad.....	Galt.....	Lone.....	27.20	\$708 per month and taxes.
Berkeley Branch Railroad.....	Shell Mound.....	Berrymans.....	3.84	
California Pacific Railroad.....	Vallejo Junction.....	Vallejo.....	2.00	
California Pacific Railroad.....	Vallejo.....	Sacramento.....	60.39	
California Pacific Railroad.....	Davisville.....	Knights Landing.....	18.57	\$50,000 per month and taxes.
California Pacific Railroad.....	Napa Junction.....	Calistoga.....	34.48	
Northern Railway.....	Port Costa.....	Suisun.....	17.33	
Northern Railway.....	Oakland.....	Martinez.....	35.56	\$40,000 per month.
Northern Railway.....	Woodland.....	Willows.....	64.25	
Northern Railway.....	Willows.....	Tehama.....	36.49	
San Pablo and Tulare Railroad.....	Martinez.....	Tracy.....	46.51	\$13,800 per month.
Sacramento and Placer Railroad.....	Sacramento.....	Brighton.....	5.64	\$600 per month.
Union Pacific Railroad.....	Ogden.....	Five miles west.....	5.00	Same rate per mile as earned by Union Pacific Railway on road operated by itself.
Southern Pacific of California, Col. Div.....	Mojave.....	Needles.....	1558.85	
			240.13	
			1798.98	\$125 per mile per month. (Colorado Division was transferred to Atlantic and Pacific Railroad Company on October 1, 1884.)

31. Total length of above roads December 31, 1884	1,588.55
32. Total length of above roads in California	998.54
33. Total length of above roads in other States:	
Utah	5.00
Arizona	384.25
New Mexico	167.30
Texas	3.76
Total leased lines	1,558.85

	Average for the Year 1884.	Total Number Miles.
34. Total miles of road operated by this company	2,956.90	2,802.45
35. Total miles of road operated by this company in California	1,797.71	1,643.26

36. Number of stations on all roads operated by this company	631
37. Number of stations on all roads owned by this company	315
38. Same in California	214
39. Miles of telegraph on line of road operated by this company (average)	2,956.90
40. Miles of telegraph owned by this company	1,276.62
41. Number of telegraph offices in company stations	218
42. Number of telegraph stations operated by this company	None.
43. Number of telegraph stations operated jointly by railroad and tele- graph companies	218

ROLLING STOCK OWNED.

	No.	Average Weight.
1. Locomotives	235	65,700
Average weight of engines in working order		
Maximum weight of engines in working order	[146,000]	
2. Tenders	225	50,000
Average weight of tenders full of fuel and water		
Maximum weight of tenders full of fuel and water	[86,450]	
Average joint weight of engines and tenders		115,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[57 feet]	
4. Total length of heaviest engine and tender over all	[65½ feet]	
5. Snow plows	9	
6. Passenger cars	268	40,740
Average weight		
Maximum weight	[63,000]	
7. Mail and baggage cars	59	36,900
8. Eight-wheel box freight cars	2,553	19,000
10. Eight-wheel platform cars	2,013	15,000
12. Other cars	769	
13. Total market value	5,669	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels, owned by Central Pacific Railroad Company	5,015
15. Number of locomotives equipped with train brakes	206
(Kind of brake, Westinghouse.)	
16. Number of cars equipped with train brakes: passenger, 331; freight, 3,907. (Kind of brake, Westinghouse.)	4,238
17. Number of passenger cars with Miller platform and buffer	262

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	3,380,323
2. Rate of speed of express passenger trains, including stops	22.60
3. Rate of speed of accommodation trains, including stops	16.12
4. Miles run by freight trains	5,074,615
5. Rate of speed of express freight trains, including stops	(No trains of this class.)

6. Rate of speed of accommodation freight trains, including stops.....	11.30
7. Miles run by other trains, and for what purpose:	
Switching.....	1,567,041
Work.....	662,455
8. Total train miles run.....	10,684,434
9. Total number of passengers carried.....	8,773,853
Number of through passengers going east.....	37,559
Number of through passengers going west.....	58,428
Number of local passengers going east.....	4,352,063
Number of local passengers going west.....	4,325,803
10. Total passenger mileage, or passengers carried one mile.....	275,034,110
11. Passenger mileage to and from other roads.....	81,919,506
Average number of miles traveled by each local passenger.....	22
Average number of miles traveled by each through passenger.....	853
Average number of miles traveled by each passenger, through and local.....	31
12. Number of tons freight carried.....	2,868,410
Number of tons freight from other States, carried.....	240,189
Number of tons freight in this State, carried.....	2,628,221
Number of tons freight produced in this State, carried.....	1,655,779
Number of tons of each class of freight produced in this State, carried:	
Vine and orchard.....	82,788
Field.....	745,100
Mines.....	115,905
Forest.....	347,716
Live stock.....	115,900
Hides.....	5,000
Honey.....	5,538
Ice.....	16,550
Wool.....	27,500
Salmon.....	4,139
Manufactures.....	128,322
Merchandise.....	61,321
	1,655,779
13. Total freight mileage, or tons carried one mile.....	664,507,819
14. Freight mileage to and from other roads.....	325,671,860
15. Highest rate of fare per mile for any distance (excluding one mile)...	6 cents.
16. Lowest rate of fare per mile for any distance (single fare, main line)...	1.66¢ cents.
Ferry single fare.....	1.05 cents.
Ferry commutation.....	0.40 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.52 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	3.20 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	2.88 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	None.
20. Average rate of fare per mile for all passengers.....	2.63 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1/2 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	2.83 cents.
24. Average rate of freight per ton per mile to and from other roads—through.....	1.07 cents.
25. Average rate of freight per ton per mile for all.....	1.96 cents.
Average rate of freight per ton per mile, products of this State.....	Cannot tell.
Average rate of freight per ton per mile, products of other States.....	Cannot tell.
26. Average number of cars in passenger trains (including mail and express and baggage cars).....	5.01
27. Average number of cars in freight trains—basis of eight-wheel.....	17.32
30. Number of persons regularly employed by company, including officers, December 31, 1884.....	7,828
Average monthly pay of employes, other than officers.....	\$64 62
Average monthly pay of engine drivers.....	100 00 to 130 00
Average monthly pay of passenger conductors.....	100 00 to 115 00
Average monthly pay of freight conductors.....	85 00 to 100 00
Average monthly pay of baggage masters.....	75 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00 to 80 00
Average monthly pay of section men.....	45 23
Average monthly pay of mechanics in shops.....	70 08
Average monthly pay of laborers at stations, etc.....	65 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip).....	None.
2. Passengers to San Francisco (including ferry).....	3,702,479
3. Passengers from San Francisco (including ferry).....	3,619,432
4. Season ticket passengers to and from San Francisco (one round trip daily).....	None.

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	2	30	4	48	6	78
Employés.....	3	28	16	182	19	210
Others.....			34	61	34	61
Total.....	5	58	54	291	59	349

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Date.	Name.	Cause of Accident.	Extent of Injury.
January 1.....	Trespasser.....	Crossing track.....	Head bruised.
January 2.....	Employé.....	Fell from engine.....	Back, head, wrist inj'd.
January 3.....	Employé.....	Jumped from cars.....	Groin strained.
January 4.....	Employé.....	Fell from train.....	Killed.
January 5.....	Trespasser.....	Riding on brake beam.....	Fatally injured.
January 5.....	Employé.....	Coupling cars.....	Thumb, finger bruised.
January 6.....	Employé.....	Collision.....	Head and body bruised.
January 6.....	Employé.....	Collision.....	Hand bruised.
January 8.....	Employé.....	Coupling cars.....	Slight injury.
January 8.....	Trespasser.....	Jumping off train.....	Head injured.
January 8.....	Trespasser.....	Getting on train.....	Killed.
January 13.....	Passenger.....	Jumped off train.....	Killed.
January 15.....	Employé.....	On track and run over.....	Leg broken, foot injured.
January 16.....	Trespasser.....	Fell off train.....	Foot crushed.
January 17.....	Trespasser.....	Walking on track.....	Killed.
January 18.....	Trespasser.....	Lying on track.....	Killed.
January 18.....	Employé.....	Coupling cars.....	Leg hurt.
January 19.....	Passenger.....	Backing, collision.....	Shin slightly injured.
January 19.....	Employé.....	Coupling cars.....	Back and hand injured.
January 22.....	Passenger.....	Jumped off train.....	Shoulder injured.
January 23.....	Passenger.....	Jumped off train.....	Scalp injured.
January 27.....	Trespasser.....	Jumped off train.....	Foot crushed.
January 27.....	Employé.....	Switch collision.....	Internally injured.
January 27.....	Employé.....	Coupling cars.....	Hand bruised.
January 29.....	Employé.....	Coupling cars.....	Hand bruised.
January 30.....	Trespasser.....	Lying on track.....	Head cut, back bruised.
February 5.....	Passenger.....	Jumped off train.....	Foot mashed.
February 7.....	Passenger.....	Fell between cars.....	Chest injured.
February 7.....	Employé.....	Coupling cars.....	Two fingers injured.
February 9.....	Trespasser.....	Fell under cars.....	Foot mashed.
February 9.....	Passenger.....	Jumped off train.....	Skull, collarbone broken.
February 11.....	Employé.....	Fell off cars.....	Shoulder sprained.
February 11.....	Trespasser.....	Walking on track.....	Fatally injured.
February 13.....	Trespasser.....	On track and run over.....	Shoulder and back.
February 16.....	Employé.....	Coupling cars.....	Finger bruised.
February 17.....	Passenger.....	Jumped off train.....	Head cut.
February 17.....	Trespasser.....	Walking on track.....	Four ribs broken.
February 18.....	Employé.....	Coupling cars.....	Hand mashed.
February 19.....	Passenger.....	Misplaced switch collision.....	Killed.
February 19.....	Passenger.....	Misplaced switch collision.....	Head and face cut.
February 19.....	Passenger.....	Misplaced switch collision.....	Neck hurt.
February 19.....	Passenger.....	Misplaced switch collision.....	Back and hand injured.
February 19.....	Passenger.....	Misplaced switch collision.....	Killed.
February 19.....	Passenger.....	Misplaced switch collision.....	Leg and back hurt.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
February 19.	Passenger	Misplaced switch collision.	Wrist broken.
February 20.	Employé	Coupling cars	Finger mashed.
February 20.	Passenger	Fell off train	Head and shoul'r brus'd.
February 21.	Employé	Crossing between cars	Thigh bruised.
February 20.	Employé	Coupling cars	Finger mashed.
February 20.	Trespasser	Fell off train	Killed.
February 25.	Trespasser	Lying on track	Killed.
February 26.	Employé	Foot caught in turntable	Foot bruised.
February 28.	Employé	Fell off car	Slight injury.
February 28.	Trespasser	Fell off train	Killed.
March 1.	Employé	Coupling cars	Finger mashed.
March 3.	Passenger	Fell from caboose	Head cut.
March 4.	Trespasser	Fell off train	Leg broken.
March 11.	Employé	Getting off train	Ankle sprained.
March 12.	Employé	Slipped on engine step	Ankle sprained.
March 17.	Employé	Coupling cars	Hand mashed.
March 19.	Employé	Stepping fr. one car to anot'r.	Leg bruised.
March 19.	Trespasser	On track and run over	Killed.
March 19.	Employé	Fell from engine	Shoulder dislocated.
March 20.	Passenger	Fell against door	Face and hip injured.
March 20.	Employé	Fell on track and run over	Killed.
March 20.	Employé	Coupling cars	Arm broken.
March 20.	Employé	Fell between cars	Leg bruised.
March 21.	Trespasser	Fell from brake beam	Killed.
March 22.	Trespasser	Jumping on car	Toe injured.
March 25.	Employé	Fell off car	Fatally injured.
March 27.	Employé	Coupling cars	Hand and finger injured.
March 30.	Passenger	Coupling broke apart	Back injured.
March 30.	Employé	Derailment from washout	Slightly injured.
March 30.	Employé	Derailment from washout	Face cut.
April 1.	Employé	Jumped off car	Leg broken.
April 1.	Employé	Coupling cars	Thumb mashed.
April 1.	Employé	Fell on brakewheel	Face hurt.
April 1.	Trespasser	Getting on train	Foot injured.
April 2.	Employé	Getting on train	Foot amputated.
April 3.	Employé	Fell off car	Back sprained.
April 4.	Trespasser	Jumped off train	Leg crushed.
April 4.	Employé	Coupling cars	Elbow injured.
April 4.	Trespasser	Fell under train	Foot crushed.
April 4.	Employé	Hand caught in car door	Finger hurt.
April 6.	Employé	Stepping fr. one car to anot'r.	Ankle sprained.
April 7.	Employé	Slipped on car	Ankle sprained.
April 7.	Passenger	Jumped off train	Cut over eye.
April 7.	Trespasser	Coupling cars	Thumb mashed.
April 8.	Passenger	Collision	Scalp wound.
April 8.	Employé	Coupling cars	Finger bruised.
April 9.	Employé	Coupling cars	Finger amputated.
April 9.	Employé	Brakewheel broke	Wrist sprained.
April 10.	Passenger	Getting on train	Face cut.
April 10.	Passenger	Bellcord bracket fell	Head slightly cut.
April 12.	Employé	Switching cars	Hand bruised.
April 13.	Passenger	Jumped off train	Leg injured.
April 14.	Trespasser	Stepped in front of train	Head cut slightly.
April 15.	Passenger	Fell off car	Slight injury.
April 15.	Employé	Coupling cars	Slightly squeezed.
April 16.	Employé	Coupling cars	Finger mashed.
April 17.	Passenger	Fell against stove	Slight injury.
April 17.	Trespasser	Getting on train	Slight injury.
April 18.	Employé	Getting on train	Fatally injured.
April 19.	Employé	Getting off train	Ankle sprained.
April 19.	Trespasser	Fell between coaches	Foot crushed.
April 20.	Trespasser	On track and run over	Killed.
April 21.	Employé	Coupling cars	Thumb mashed.
April 23.	Employé	Getting on train	Knee injured.
April 23.	Employé	Getting on train	Wrist sprained.
April 23.	Employé	Coupling cars	Leg sprained.
April 23.	Employé	Coupling cars	Hand mashed.
April 24.	Passenger	Door shut on finger	Finger mashed.
April 24.	Passenger	Fell against seat	Body bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
April 24.....	Employé.....	Fell off caboose.....	Slight injury.
April 24.....	Trespasser.....	Fell off train.....	Killed.
April 24.....	Trespasser.....	Getting between cars.....	Foot crushed.
April 25.....	Employé.....	Climbing over car.....	Hand bruised.
April 25.....	Trespasser.....	Ran on track.....	Fatally injured.
April 26.....	Passenger.....	Jumped off train.....	Slight injury.
April 27.....	Employé.....	Fell off train.....	Fatally injured.
April 27.....	Employé.....	Jumped off engine.....	Foot bruised.
April 27.....	Employé.....	Jumped off train.....	Face cut.
April 27.....	Passenger.....	Collision.....	Knee hurt.
April 27.....	Passenger.....	Collision.....	Face, hands, and chest injured.
April 28.....	Employé.....	Getting on train.....	Foot bruised.
April 28.....	Employé.....	Fell off train.....	Ankle sprained.
April 28.....	Employé.....	Coupling cars.....	One rib broken.
April 29.....	Employé.....	Brake-chain broke.....	Back strained.
April 29.....	Employé.....	Derailement.....	Scalp wound.
April 30.....	Employé.....	Coupling cars.....	Two fingers mashed.
April 30.....	Passenger.....	Jumped off train.....	Fatally injured.
May 5.....	Employé.....	Foot caught in rail.....	Foot bruised.
May 7.....	Trespasser.....	Fell off train.....	Slight injury.
May 8.....	Employé.....	Fell off car.....	Ruptured.
May 9.....	Employé.....	Head out of caboose car.....	Slight concussion.
May 9.....	Employé.....	Switching collision.....	Arm cut, rib broken.
May 10.....	Employé.....	Unloading freight.....	Toe amputated.
May 11.....	Passenger.....	Jumped off train.....	Side and wrist injured.
May 13.....	Employé.....	Coupling cars.....	Finger injured.
May 15.....	Trespasser.....	Stepped in front of train.....	Killed.
May 17.....	Passenger.....	Jumped off train.....	Shoulder hurt.
May 18.....	Employé.....	Fell, walking over cars.....	Hip injured.
May 19.....	Employé.....	Jumped off car.....	Ankle sprained.
May 19.....	Trespasser.....	Jumped off train.....	Nose hurt.
May 20.....	Employé.....	Coupling cars.....	Arm injured.
May 22.....	Trespasser.....	Stepped in front of train.....	Leg broke, arm injured.
May 23.....	Employé.....	Fell off car.....	Ankle sprained.
May 24.....	Employé.....	Coupling cars.....	Finger mashed.
May 28.....	Employé.....	Getting on engine.....	Killed.
May 29.....	Employé.....	Coupling cars.....	Fatally injured.
May 31.....	Trespasser.....	On track, and run over.....	Fatally injured.
May 31.....	Employé.....	Coupling cars.....	Finger cut off.
May 31.....	Trespasser.....	On track, and run over.....	Killed.
June 3.....	Employé.....	Unloading freight.....	Foot injured.
June 4.....	Employé.....	Coupling cars.....	Thumb split.
June 5.....	Employé.....	Coupling cars.....	Knee injured.
June 5.....	Trespasser.....	Getting on train.....	Toe mashed.
June 6.....	Employé.....	Fell on track.....	Killed.
June 6.....	Passenger.....	Getting on train.....	Cut over eye.
June 7.....	Employé.....	Leg caught between water-spout and engine.....	Leg injured.
June 9.....	Employé.....	Fell from car.....	Head, shoulder, and hips hurt.
June 11.....	Employé.....	Coupling cars.....	Finger bruised.
June 11.....	Passenger.....	Jumped off train.....	Face bruised.
June 11.....	Trespasser.....	Lying on track.....	Killed.
June 12.....	Employé.....	Hand caught in switch.....	Nail torn off.
June 16.....	Employé.....	Fell from car.....	Side and hips injured.
June 16.....	Employé.....	Coupling cars.....	Killed.
June 17.....	Employé.....	Collision.....	Finger bruised.
June 18.....	Passenger.....	Train broke apart.....	Nose scratched.
June 18.....	Employé.....	Collision.....	Slight injury.
June 20.....	Passenger.....	Getting on train.....	Nose and lips injured.
June 22.....	Passenger.....	Jumped on train.....	Bruised.
June 24.....	Trespasser.....	Lying on track.....	Hand crushed.
June 25.....	Employé.....	Jumped from train.....	Ankle sprained.
June 30.....	Passenger.....	Jumped from train.....	Head injured.
June 30.....	Trespasser.....	Sitting on track between cars.....	Leg cut off.
July 1.....	Passenger.....	Jumped off train.....	Two ribs and back inj'd.
July 1.....	Passenger.....	Getting on train.....	Slight injury.
July 2.....	Employé.....	Hand slipped setting brake.....	Hand slightly injured.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
July 3	Passenger	Misplaced switch	Badly bruised.
July 4	Passenger	Sudden stopping of train by air brake	Wrist broken.
July 4	Employé	Fell off train	Leg bruised.
July 6	Employé	Wheel broke, derailment	Leg broken.
July 6	Passenger	Wheel broke, derailment	Bruised.
July 6	Passenger	Wheel broke, derailment	Bruised.
July 6	Employé	Wheel broke, derailment	Slight injury.
July 6	Employé	Wheel broke, derailment	Killed.
July 6	Employé	Wheel broke, derailment	Bruised.
July 6	Passenger	Wheel broke, derailment	Bruised.
July 6	Employé	Wheel broke, derailment	Scalp cut.
July 8	Trespasser	Fell off train	Head cut.
July 9	Trespasser	Ran across track	Killed.
July 9	Passenger	Fell off train	Slight injury.
July 11	Employé	Wood pile fell, wood'g engine.	Head cut.
July 12	Passenger	Jumped from train	Fatally injured.
July 13	Employé	Fell off train	Killed.
July 15	Employé	Coupling cars	Hand bruised.
July 16	Employé	Fell off cars	Head and ribs injured.
July 17	Passenger	Sudden stopping of train by air brake	Slight injury.
July 17	Employé	Fell loading coal	Leg bruised.
July 17	Passenger	Sudden stopping of train by air brake	Slight injury.
July 18	Trespasser	Walking on track	Head bruised.
July 20	Trespasser	Jumped in front of train	Killed.
July 21	Employé	Coupling cars	Finger mashed.
July 26	Employé	Collision	Scratched.
July 27	Employé	Fell off car	Hand sprained.
July 30	Passenger	Fell from train	Head cut.
July 30	Employé	Fell off car	Ankle sprained.
August 1	Passenger	Jumped off train	Scull fractured.
August 4	Employé	Getting on car	Knee injured.
August 4	Passenger	Jolt of train in coupling	Eye cut.
August 5	Passenger	Jumped from train	Head and body cut.
August 7	Employé	Unloading freight	Foot bruised.
August 8	Employé	Jumped from train	Foot injured.
August 8	Employé	Slipped at turntable	Foot injured.
August 9	Trespasser	Jumped from train	Leg crushed.
August 9	Employé	Coupling cars	Bruised.
August 9	Employé	Coupling cars	Finger mashed.
August 10	Trespasser	Jumping on train	Leg cut off.
August 12	Employé	Coupling cars	Chest bruised.
August 13	Employé	Hand hold broke, fell off car	Side and leg injured.
August 14	Passenger	Head out of window	Head and face bruised.
August 14	Employé	Coupling cars	Finger mashed.
August 14	Passenger	Fell in car	Wrist sprained.
August 14	Employé	Climbing between cars	Leg and ankle injured.
August 14	Employé	Struck by snowshed	Scalp wound.
August 16	Employé	Fell between cars	Hand smashed.
August 16	Passenger	Fell off seat	Hips injured.
August 17	Employé	Coupling cars	Fingers bruised.
August 17	Passenger	Hand caught in door	Fingers jammed.
August 17	Trespasser	Jumping on train	Head cut.
August 18	Employé	Coupling cars	Hand jammed.
August 18	Employé	Jumped off train	Collar bone broken.
August 19	Employé	Collision	Ankle sprained.
August 19	Passenger	Getting on train	Head cut.
August 19	Employé	Coupling cars	Arm bruised.
August 20	Employé	Fell under car	Back, head, and legs br's'd.
August 20	Employé	Jumped on train	Hand hurt.
August 22	Employé	Coupling cars	Hand bruised.
August 22	Employé	Coupling cars	Hand bruised.
August 24	Trespasser	Getting on car	Foot crushed.
August 25	Trespasser	Stepped before train	Head and side injured.
August 26	Employé	Head struck target	Head hurt.
August 27	Employé	Jumped off car	Ankle sprained.
August 29	Employé	Foot caught in rail	Foot injured.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
August 29	Employé	Coupling cars	Hand injured.
August 31	Employé	Coupling cars	Hand injured.
September 1	Trespasser	Getting on train	Foot amputated.
September 2	Passenger	Jumped off train	Head cut.
September 3	Employé	Struck mail crane	Bruised.
September 3	Employé	Fell between cars	Killed.
September 4	Employé	Struck semaphore	Skull fractured.
September 7	Employé	Coupling cars	Finger broken.
September 8	Trespasser	Lying on track	Scalp wound.
September 8	Employé	Coupling cars	Side bruised.
September 8	Passenger	Fell off train	Leg broken.
September 9	Trespasser	Walked on track	Scalp wound.
September 9	Employé	Fell under car	Fatally injured.
September 9	Employé	Slipped off car	Hip bruised.
September 10	Employé	Wood fell from engine tank	Head cut.
September 11	Trespasser	Jumping on engine	Arm crushed.
September 12	Employé	Fell under car	Foot bruised.
September 13	Employé	Working under car, run over	Killed.
September 13	Employé	Knocked off train	Foot hurt.
September 13	Trespasser	Jumped off train	Foot crushed.
September 13	Employé	Working under car, run over	Slight injury.
September 13	Employé	Working under car, run over	Killed.
September 14	Employé	Coupling cars	Hand bruised.
September 14	Employé	Crossing over cars	Foot crushed.
September 14	Passenger	Jumped off train	Ribs broken.
September 15	Employé	Caught between drawheads.	Fatally injured.
September 16	Employé	Coupling cars	Thumb mashed.
September 16	Employé	Coupling cars	Finger mashed.
September 16	Employé	Coupling cars	Finger mashed.
September 16	Trespasser	Lying on track	Foot crushed.
September 16	Employé	Coupling cars	Foot bruised.
September 17	Trespasser	Caught between timber on loaded cars	Head and chest bruised.
September 17	Employé	Brakechain broke.	Finger mashed.
September 19	Passenger	Collision	Bruised.
September 19	Employé	Collision	Face and hands injured.
September 19	Employé	Collision	Arm broken.
September 19	Trespasser	Fell off train	Killed.
September 19	Passenger	Collision	Head bruised.
September 19	Passenger	Collision	Arm injured.
September 19	Employé	Coupling cars	Finger smashed.
September 20	Employé	Struck snowshed	Fatally injured.
September 21	Employé	Jumped off train	Badly bruised.
September 21	Passenger	Jumped off train	Scalp wound.
September 22	Employé	Coupling cars	Head bruised.
September 22	Employé	Coupling cars	Head bruised.
September 22	Employé	Coupling cars	Hand bruised.
September 24	Employé	Stepping on engine	Chest injured.
September 24	Employé	Fell wooding engine	Ankle sprained.
September 26	Employé	Jumped off train	Head cut.
September 27	Employé	Switching collision	Spine injured.
September 27	Trespasser	Caught between drawheads.	Foot mashed.
September 27	Trespasser	Caught between drawheads.	Foot mashed.
September 28	Employé	Fell from car	Hand bruised.
September 29	Employé	Fell from train	Hips and back.
September 29	Employé	Unloading freight	Foot mashed.
October 1	Employé	Fell off car	Shoulder and side bru'd.
October 1	Passenger	Fell under train	Back hurt.
October 1	Trespasser	Fell between cars	Fatally injured.
October 1	Trespasser	Jumped off train	Face scratched.
October 2	Employé	Fell from car	Badly bruised.
October 2	Trespasser	Getting on train	Shoulder injured.
October 2	Employé	Coupling cars	Finger mashed.
October 3	Employé	Collision	Leg bruised.
October 4	Trespasser	Fell off brake beam	Leg crushed.
October 7	Employé	Fell against engine	Ribs broken.
October 7	Employé	Coupling cars	Hand injured.
October 9	Trespasser	Walking on track	Killed.
October 9	Employé	Chain broke	Leg bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
October 10.	Trespasser	Getting on train	Head and eye injured.
October 11.	Passenger	Fell between cars	Chin scraped.
October 11.	Trespasser	Fell off brake beam	Killed.
October 12.	Employé	Struck by a brakeman falling from car	Ankle sprained.
October 12.	Employé	Knocked off car by loose telegraph wire	Mouth cut.
October 13.	Passenger	Jumped off train	Wrist sprained.
October 13.	Trespasser	Walking on track	Leg broken.
October 13.	Trespasser	Lying on track	Killed.
October 13.	Employé	Getting off engine	Shoulder sprained.
October 13.	Employé	Fell off car	Arm bruised.
October 16.	Passenger	Sudden stopping of car by air brake	Leg broken.
October 16.	Employé	Stepping from engine	Killed.
October 16.	Employé	Fell from car	Ankle sprained.
October 17.	Trespasser	Getting on train	Foot injured.
October 17.	Trespasser	Fell from train	Fatally injured.
October 20.	Trespasser	Fell off car	Killed.
October 20.	Employé	Fell off car	Ankle sprained.
October 21.	Employé	Coupling cars	Fingers injured.
October 22.	Employé	Fell from car	Leg broken.
October 23.	Trespasser	Runaway horse cross'g track	Bruised.
October 24.	Passenger	Jumped off train	Face cut.
October 28.	Employé	Coupling cars	Fingers mashed.
October 28.	Employé	Coupling cars	Hand bruised.
October 28.	Employé	Jumped off train	Bruised.
October 29.	Employé	Fell off engine	Leg bruised.
October 29.	Passenger	Getting on train	Knee and shoulder inj'd.
October 29.	Employé	Fell from engine	Hips bruised.
October 30.	Employé	Fell off car	Ribs and wrist bruised.
October 30.	Passenger	Fell off car	Bruised.
October 30.	Employé	Coupling cars	Fingers mashed.
October 30.	Employé	Coupling cars	Finger cut off.
October 31.	Passenger	Collision	Shoulder injured.
November 1.	Trespasser	Drove on track	Fatally injured.
November 2.	Trespasser	Fell off train	Killed.
November 3.	Employé	Getting on train	Head and knee injured.
November 4.	Employé	Coupling cars	Thumb injured.
November 5.	Passenger	Train broke apart	Bruised.
November 6.	Employé	Foot caught in switch	Leg sprained.
November 6.	Employé	Coupling cars	Thumb crushed.
November 6.	Employé	Coupling cars	Finger injured.
November 7.	Employé	Crossing track	Killed.
November 8.	Employé	Fell from engine	Three ribs broken.
November 9.	Trespasser	Walking on track	Killed.
November 11.	Passenger	Getting on train	Ankle sprained.
November 11.	Trespasser	Misplaced switch	Side bruised.
November 14.	Employé	Hot cinders from engine	Eye burned.
November 14.	Trespasser	Lying on track	Slight injury.
November 15.	Passenger	Struck by engine	Collar bone broken.
November 15.	Employé	Unloading freight	Arm broken.
November 15.	Employé	Fell from car	Shoulder broken.
November 16.	Trespasser	Crossing track	Ankle sprained.
November 18.	Trespasser	Caught between drawheads	Foot mashed.
November 18.	Trespasser	Drove on track	Scalp cut.
November 19.	Employé	Fell under train	Badly bruised.
November 19.	Employé	Coupling cars	Finger mashed.
November 20.	Employé	Coupling cars	Hand hurt.
November 20.	Trespasser	Crossing track	Scalp wound.
November 22.	Employé	Getting on train	Slightly wounded.
November 22.	Trespasser	Asleep on track	Killed.
November 23.	Passenger	Train broke apart	Leg injured.
November 23.	Passenger	Train broke apart	Leg injured.
November 24.	Employé	Coupling cars	Killed.
November 26.	Employé	Fell against brake beam	Slight injury.
November 27.	Trespasser	Struck snowshed	Head bruised.
November 29.	Employé	Walking on track	Severely injured.
November 29.	Employé	Coupling cars	Slightly bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
November 30.	Employé	Coupling cars	Finger injured.
November 30.	Employé	Coupling cars	Strained.
December 1.	Employé	Jumped off train	Head hurt.
December 1.	Passenger	Fell off train	Head and shoulder hurt.
December 2.	Employé	Hand caught on sw'h stand	Fingers mashed.
December 3.	Trespasser	Lying on track	Badly injured.
December 3.	Passenger	Getting on train	Elbow injured.
December 4.	Employé	Coupling cars	Finger mashed.
December 5.	Trespasser	Crossing track	Head injured.
December 5.	Trespasser	Crossing track	Slightly bruised.
December 5.	Employé	Fell off engine	Elbow sprained.
December 5.	Trespasser	Crossing track	Bruised.
December 6.	Passenger	Fell off train	Bruised.
December 6.	Trespasser	On track and run over	Killed.
December 7.	Trespasser	Getting on train	Arm broken.
December 12.	Employé	Slipped on rail	Fingers crushed.
December 14.	Employé	Coupling cars	Seriously injured.
December 15.	Trespasser	Crossing track	Fatally injured.
December 16.	Employé	Fell over wood pile	Leg broken.
December 17.	Employé	Caught in turntable	Foot bruised.
December 19.	Employé	Walking on track	Slight injury.
December 20.	Trespasser	Jumped off train	Fatally injured.
December 20.	Employé	Coupling cars	Hand injured.
December 20.	Trespasser	Walking too near track	Slight injury.
December 20.	Trespasser	Lying on track	Killed.
December 20.	Employé	Switch collision	Two ribs broken.
December 21.	Trespasser	Playing under cars	Fingers injured.
December 24.	Employé	Playing with section rod	Hand bruised.
December 29.	Employé	Caught between drawheads	Foot injured.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued and Outstanding December 31, 1884.
					Interest.	Payable.		
California State aid.....		July 1, 1864.	July 1, 1884.	Gold coin.....	7 per cent.	Jan. and July.	\$1,500,000 00	\$499,000 00
Central Pacific, first mortgage	A	July 1, 1865.	July 1, 1885.	Gold coin.....	6 per cent.	Jan. and July.	3,000,000 00	2,995,000 00
Central Pacific, first mortgage	B	July 1, 1866.	July 1, 1886.	Gold coin.....	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	C	July 1, 1866.	July 1, 1886.	Gold coin.....	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	D	July 1, 1866.	July 1, 1886.	Gold coin.....	6 per cent.	Jan. and July.	1,300,000 00	1,383,000 00
Central Pacific, first mortgage	E	July 1, 1867.	July 1, 1887.	Gold coin.....	6 per cent.	Jan. and July.	4,000,000 00	3,997,000 00
Central Pacific, first mortgage	F	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.....	6 per cent.	Jan. and July.	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	G	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.....	6 per cent.	Jan. and July.	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	H	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.....	6 per cent.	Jan. and July.	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	I	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.....	6 per cent.	Jan. and July.	3,525,000 00	3,511,000 00
Western Pacific (old issue).....		Dec. 1, 1865.	Dec. 1, 1895.	Gold coin.....	6 per cent.	June and Dec.	{ }	{ }
Western Pacific, first mortgage	A	July 1, 1869.	July 1, 1899.	Gold coin.....	6 per cent.	Jan. and July.		
Western Pacific, first mortgage	B	July 1, 1869.	July 1, 1899.	Gold coin.....	6 per cent.	Jan. and July.	765,000 00	765,000 00
California and Oregon.....	A	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.....	6 per cent.	Jan. and July.	6,000,000 00	6,000,000 00
Central Pacific, California and Or. Div.	B	Jan. 1, 1872.	Jan. 1, 1892.	Gold coin.....	6 per cent.	Jan. and July.	7,200,000 00	2,080,000 00
San Francisco, Oakland and Alameda.		July 1, 1870.	July 1, 1890.	Gold coin.....	8 per cent.	Jan. and July.	1,500,000 00	687,000 00
San Joaquin Valley.....		Oct. 1, 1870.	Oct. 1, 1900.	Gold coin.....	6 per cent.	April and Oct.	6,080,000 00	6,080,000 00
Land grant.....		Oct. 1, 1870.	Oct. 1, 1890.	Gold coin.....	6 per cent.	April and Oct.	10,000,000 00	4,903,000 00
Income.....		May 1, 1878.	May 1, 1888.	Gold coin.....	8 per cent.	May and Nov.	6,000,000 00	3,285,000 00
Totals.....							\$66,930,000 00	\$52,152,000 00

Accrued interest to December 31, 1884.....None.

Bonds sold during year ending December 31, 1884.....There were no bonds sold in 1884.

TABLE A—Continued.

Character of.	Bonds Redeemed During Year Ending December 31, 1885.		
	Amount.	Cost.	Discount or Premium.
Land grant bonds redeemed with proceeds of land sales.....	\$472,000 00	\$499,485 33	\$27,485 33
California State aid bonds redeemed with proceeds of sinking fund, No. 2.....	1,001,000 00	1,001,000 00	-----

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Character of.	Bonds.		Payable in Coin or Currency.		Interest.		Bonds.			Remarks.
	Date of.	Date.	Principal	Interest	When Payable.	Rate	Amount.	Proceeds of Sale— In Currency.	Discount— In Currency.	
<i>Issued to Central Pacific Railroad Company.</i>										
U. S. Bonds, 6 per cent Currency*	1865 to 1872	30 years from date	U. S. Currency.		Jan. and July	6	\$25,885,120			
<i>Issued to Western Pacific Railroad Company.</i>										
U. S. Bondst	1867 to 1872	30 years from date	U. S. Currency.		Jan. and July	6	1,970,560			
Totals							\$27,855,680	\$27,989,834	\$134,274	\$120 unsold.

* These bonds were issued by the United States as a loan to aid in the construction of the Pacific Railroads. They are to be paid back by the company, principal and interest, and annual payments are now required, and being made, amounting to 25 per cent of the net earnings of the roads aided.

† The amount of currency realized in the sale of the bonds was converted into coin at a loss to the company of \$7,120,073 55; the amount received in coin being \$20,735,606 45.

TABLE C—Continued.

December 31, 1884.									
The length of rail is double the length of single track, columns (b) and (c) above.									
Within State.				Without State.		Total.			
Length in Miles.				Length in Miles.		Length in Miles.		Length in Miles.	
Length of iron rail.....				670.2960		220.4632		880.7592	
Length of steel rail.....				962.5932		1,116.1464		2,078.7396	
December 31, 1884.									
Within State.				Without State.		Total.			
Length in Miles.		Average Weight per Mile (Tons).		Total Weight (Tons).		Length in Miles.		Average Weight per Mile (Tons).	
14.3270		44.0000		630.3880		0.4340		44.0000	
*91.8310		47.1428		4,329.1705		99.0763		47.1428	
†37.2293		39.2857		1,462.5791				190.9073	
*3.1642		47.1428		149.1692		99.0763		37.2293	
†37.2293		39.2857		1,462.5791				39.2857	
Total length of iron rail laid during the year.....									
Total length of steel rail laid during the year.....									
Total length of iron rail replaced by steel rail during the year.....									

* Sixty-pound rails.

† Fifty-pound rails.

TABLE D.

Grants or Donations, in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.	Total Am't of Bonds or Cash	Disposed of.			Int't accrued to Company December 31, 1884	Remarks.
			Amount of Bonds.	Cash Realized.	Discount.		
San Francisco County Bonds*..	San Francisco County	\$400,000	\$400,000	\$321,752 75	\$78,247 25	\$27,855 00	The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds†..	.....	250,000	250,000	175,000 00	75,000 00	.....

*The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

†The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.
Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Gov't.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742	9,467,600	1,500,000	7,967,600	\$2 50	\$19,994,000 00
Western Pacific*	12,800	123 28	1,579,264	1,153,264	426,000	2 50	1,065,000 00
California and Oregon	12,800	291	3,724,800	.....	3,724,800	2 50	9,312,000 00
Totals .....	.....	.....	.....	.....	12,148,400	.....	\$30,371,000 00

*The Western Pacific Railroad Company had disposed of the lands prior to its consolidation with this company.

TABLE E—Continued.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for storehouses, etc.

By Whom Donated.	Description of Property.
Sacramento City.....	20 $\frac{6}{10}$ acres in the slough at Sacramento.
Oakland Water Front Company.....	Land Oakland water front.
State of California.....	Half interest in Mission bay lands, San Francisco.

MEM.—No donation of lands or property other than is specified above in Tables D and E have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the land for right of way, stations, etc., were procured by the contractors.

Bonds whereof principal is payable by company—Interest by State or other parties.

Character of.	Date When—		Amount.	Interest.	
	Issued.	Due.		Rate.	By Whom Payable.
Central Pacific..	July 1, 1864..	July 1, 1884..	\$1,500,000 00	7	State of California.

NOTE.—Interest ceased July 1, 1884.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Total to December 31, 1884.....	1,946,896.28				
Less acres returned.....	46,907.70				
		\$3 33	\$6,416,977 37	\$1,286,721 04	\$7,703,698 41
During the year 1884.....	398,021.00				
Less returned.....	2,121.10				
	495,899.90	1 23	684,938 41	90,818 08	775,486 49

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1884.....	\$1,352,934 37	\$5,278 40	\$1,358,212 77	\$5,064,043 00	\$1,281,442 64	\$6,345,485 64
During the year 1884.....	\$474,792 12	\$2,857 10	\$477,649 22	\$209,876 29	\$87,930 98	\$297,837 27

NET CASH RECEIPTS IN COIN, DEDUCTING DISCOUNT ON CURRENCY AND EXPENSES.

	Currency Re- duced to Coin.	Less Expenses.	Net Coin Re- ceipts.
To December 31, 1884, prior to trust mort- gage.....	\$445,571 01	-----	\$445,571 01
To December 31, 1884	5,991,910 53	* \$925 24	5,990,985 29

* Discount on Currency.

Cash from sales not placed in hands of Trustees, prior to trust mortgage.....	\$445,571 01
Total net receipts as above stated.....	5,990,985 29
Patents received to December 31, 1884—number of acres, including patents Western Pacific Railroad Company.....	2,700,548 15
Patents received to December 31, 1884—number of acres, not including patents to Western Pacific Railroad Company.....	2,252,619 74
Number of purchasers to December 31, 1884, not including purchasers of Western Pacific Railroad Company lands	6,275 00
Average number of acres sold to each.....	302.79

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Leland Stanford, President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
E. H. MILLER, Jr.

Subscribed and sworn to before me, this twenty-sixth day of August, 1885.

HOLLAND SMITH,
Notary Public.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	New York, N. Y.
Charles F. Crocker, Vice-President	San Francisco, California.
F. S. Douty, Secretary and Treasurer.....	San Francisco, California.
Timothy Hopkins.....	San Francisco, California.
W. E. Brown.....	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Corner Fourth and Townsend Streets San Francisco, California.

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$4,000,000 00
2. Capital stock authorized by votes of company	4,000,000 00
3. Capital stock issued [number of shares, 5,025]; amount paid in	502,500 00
4. Capital stock paid in on shares not issued [number of shares]-..	None.
5. Total amount paid in, as per books of the company	502,500 00
6. Amount of capital stock issued but not full paid.....	None.
7. Amount per share still due thereon.....	Nothing.
8. Par value of shares issued	100 00

9. Total number of stockholders	9	
10. Number of stockholders in California	7	
11. Amount of stock held in California		501,500 00

DEBT.

12. Funded debt as follows:		
Bonds		Nothing.
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets		\$17,947 82

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

3. Superstructure, including rails		\$362,782 21
4. Land		3,187 00
Fences		1,305 37
Wharves		55,656 07
11. Total cost of construction		\$422,930 65

Equipment.

	Number	To Dec. 31, 1884.
		Cost.
12. Locomotives	2	\$86,203 05
16. Passenger cars	3	
Baggage car and smoker combined	1	
17. Freight cars	78	
Other cars	10	
18. Total for equipment		\$86,203 05

27. Whole amount of permanent investments	\$509,133 70
28. Property in California	509,133 70
30. Cash and cash assets	17,947 82
31. Total property and assets of the company	\$527,081 52

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails:		
Spur at Los Angeles		\$172 22
8. Engineering, agencies, salaries, and other expenses during construction:		
Tool house at Santa Monica		176 30
18. Total		\$348 52
19. Property sold and credited to property account during the year:		
Material taken out of spur at San Pedro and depot		92 70
20. Net addition to property account for the year		\$255 82

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	\$20,196 00
19. Total income derived from all sources	\$20,196 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

(Leased by the Central Pacific Railroad Company.)

1. Taxes, State and local, included in lease, personal property tax	None.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	\$4 45
5. Total	\$4 45

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$19,935 73
2. Percentage of same to capital stock and net debt	3.967
3. Percentage of same to total property and assets	3.782
5. Dividends declared (4 per cent) for the year	20,100 00
6. Date of last dividend declared	Feb. 28, 1884.
7. Balance for the year, deficit	\$164 27
8. Surplus at commencement of the year	\$18,112 09
9. Surplus at commencement of the year, as changed by aforesaid entries ..	18,112 09
10. Total surplus December 31, 1884	17,947 82

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Leased and operated by Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Leased and operated by Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road	\$422,930 65
Cost of equipment	86,203 05
Cash, cash assets, and other items:	
Balance of current accounts	17,947 82
Total	\$527,081 52
<i>Credits.</i>	
Capital stock	\$502,500 00
Profit and loss (profit, if any)	24,581 52
Total	\$527,081 52

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Balance January 1, 1884		\$24,489 97
Rental—January 1, 1884, to January 1, 1885		20,196 00
General expenses	\$4 45	
Dividend No. 5	20,100 00	
Balance to 1885	24,581 52	
Totals	\$44,685 97	\$44,685 97
Balance January 1, 1885		\$24,581 52

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December, 1875.
From Santa Monica to Los Angeles	
2. Length of main line of road from Santa Monica to Los Angeles	16.83 miles.
Length of main line in California	16.83 miles.
3. Length of line with track laid, if road is not completed	Completed.
10. Total length of road belonging to this company	16.83 miles.
11. Aggregate length of siding and other tracks not enumerated above ...	1.7376 miles.
12. Same in California	1.7376 miles.
13. Aggregate length of track belonging to this company computed as single track	18.5676 miles.
14. Same in California	18.5676 miles.
18. Number of wooden bridges (aggregate length, 1,431 feet), in California ..	7
19. Number of crossings of highways at grade, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11
27. Number of railroad crossings at grade:	
Street railroad at Park Station	1

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	2		
Average weight of engines in working order		60,000	
Maximum weight of engines in working order		60,000	
2. Tenders	2		
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water		30,000	
Average joint weight of engines and tenders		85,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[41½ feet]			
4. Total length of heaviest engine and tender over all			
[49½ feet]			
6. Passenger cars	3		
Average weight		37,250	
Maximum weight		37,250	
7. Mail and baggage cars	1	36,000	
8. Eight-wheel box freight cars	16	19,000	
10. Eight-wheel platform cars	62	15,000	
12. Other cars—track cars	10		
13. Total market value—cost			\$86,203 05

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	2
Kind of brake: Vacuum.	
16. Number of cars equipped with train brakes	4
Kind of brake: Vacuum.	

MILEAGE, TRAFFIC, ETC.

(Leased and operated by Central Pacific Railroad Company.)

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.					Reduced to Single Track.			
State, separately, lengths within and without State. Reduce to single track by adding length of double track.					Length of Roadway—Single and Double Track.		Track and Sidings.	
					Single.	Iron.	Iron.	Iron and Steel.
Main Line and Branches.	From—	To—						
Main line within State.....	Santa Monica.	Los Angeles ..	Iron.	16.83	16.83	16.83	33.66	37.1352
Total on whole road December 31, 1884.....			Iron.	16.83	16.83	16.83	33.66	37.1352
The total length of rail is double the length of single track, column (b) above.					December 31, 1884—Within the State.			
					Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.
Length of iron rail.....					37.1352	39.3352	1,460.724	37.1352
Total length of iron rail laid during the year, 784 feet, less 378 feet taken up; net, 406 feet.							39.3352	1,460.724
					December 31, 1884—Total.			
					Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.
					37.1352	39.3352	1,460.724	37.1352

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Los Angeles and Independence Railroad Company, and F. S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHARLES F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this fifteenth day of June, 1885.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, California.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
George E. Gray, Chief Engineer	San Francisco.
J. A. Filmore, Superintendent	San Francisco.
Leland Stanford	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Diego Railroad Company San Francisco, California.
The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$5,600,000 00
3. Capital stock issued [number of shares, 5,708]; amount paid in	570,800 00
5. Total amount paid in, as per books of the company	570,800 00
8. Par value of shares issued	100 00
9. Total number of stockholders	10
10. Number of stockholders in California	9
11. Amount of stock held in California	534,800 00

DEBT.

12. Funded debt as follows:	
Bonds	556,000 00
Interest paid on same during year	\$33,360
13. Total amount of funded debt	<u>\$556,000 00</u>
16. Total gross liabilities	\$556,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	13,026 11
18. Total net debt liabilities	<u>\$542,973 89</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$1,113,490 20
25. Other property purchased.	
27. Whole amount of permanent investments	<u>\$1,113,490 20</u>
28. Property in California	\$1,113,490 20
30. Cash and assets	13,026 11
31. Total property and assets of the company	<u>\$1,126,516 31</u>

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.
Character.	
First mortgage.....	Sinking fund, \$12,000 yearly. To commence year 1900.

REVENUE FOR THE YEAR.

(Operated by Central Pacific Railroad Company, and included in its report.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Central Pacific Railroad Company.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income (rental).....	\$33,384 00
4. Interest accrued during the year:	
On funded debt	\$33,360 00
Total	33,360 00
7. Balance for the year, or surplus	\$24 00
8. Surplus at commencement of the year.....	\$1,453 62
Deduct entries made in profit and loss account during the	
year, not included in the foregoing statement	1,761 31
9. Deficit at commencement of the year, as changed by aforesaid entries ..	307 69
10. Total deficit December 31, 1884.....	283 69

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See Report of Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See Report of Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$1,113,490 20
Cash, cash assets, and other items:	
Current accounts	13,026 11
Profit and loss	283 69
Total	\$1,126,800 00
<i>Credits.</i>	
Capital stock.....	\$570,800 00
Funded debt	556,000 00
Total	\$1,126,800 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
General expense.....	\$64 75	
Interest on bonds	33,360 00	
Taxes	726 56	
Legal expense	970 00	
Balance		\$1,453 62
Road earnings		33,384 00
Balance down		283 69
	\$35,121 31	\$35,121 31
Balance brought down	\$283 69	

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Florence to Nietos	April 15, 1874.
From Nietos to Anaheim	Jan. 14, 1875.
From Anaheim to Santa Ana	Dec. 17, 1877.
2. Length of main line of road from Florence to Santa Ana	27.82 miles.
Length of main line in California	27.82 miles.
10. Total length of road belonging to this company	27.82 miles.
11. Aggregate length of siding and other tracks not enumerated above ...	2.65 miles.
12. Same in California	2.65 miles.
13. Aggregate length of track belonging to this company computed as single track	30.47 miles.
14. Same in California	30.47 miles.

Bridges built within the year in California.

(No bridges were built the year ending December 31, 1884.)

19. Number of crossings of highways at grade in California	37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	37
37. Number of stations on all roads owned by this company	8
38. Same in California	8
40. Miles of telegraph owned by this company	33.6
41. Number of telegraph offices in company stations	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4

MILEAGE, TRAFFIC, ETC.

(See report of Central Pacific Railroad Company.)

LIST OF ACCIDENTS IN CALIFORNIA.

(If any, reported by the Central Pacific Railroad Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ..	July 1, 1880..	July 1, 1910..	Gold	Gold	6	January and July.
Authorized Amount.	Total Issued December 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1884.		
		During Year.	Overdue.			
\$2,800,000	\$556,000	\$33,360	-----	\$556,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Length of Track December 31, 1884.					
		Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.		
			Iron.	Iron and Steel.	Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—					
Main line within State.....	Florence.....	Santa Ana.....	27.82	27.82	27.82	2.65	30.47
Total on whole road, December 31, 1884			27.82	27.82	27.82	2.65	30.47
The length of rail is double the length of single track, column (b) above.		December 31, 1884—Within the State.				Total.	
		Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons) 2,240 Pounds.	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail		60.94	44	2681.36	60.94	44	2681.36

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision: that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this thirteenth day of August, 1885.

CHAS. J. TORBERT, Notary Public.

MONTEREY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	San Francisco.
J. L. Willcutt, Secretary.....	San Francisco.
George E. Gray, Chief Engineer.....	San Francisco.
A. C. Bassett, Superintendent.....	San Francisco.
W. V. Huntington.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Monterey Railroad Company.....	San Francisco.
The Monterey Railroad Company was incorporated January 20, 1880.	

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$250,000 00
3. Capital stock issued [number of shares, 2,500]; amount paid in.....	250,000 00
5. Total amount paid in, as per books of the company.....	250,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	9
11. Amount of stock held in California.....	247,300 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$240,000 00
Interest paid on same during year.....	\$12,000 00
13. Total amount of funded debt.....	<u>\$240,000 00</u>
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$4,650 00
Sinking fund.....	5,300 00
15. Total amount of unfunded debt.....	<u>\$9,950 00</u>
16. Total gross debt liabilities.....	<u>\$249,950 00</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances.....	\$21,405 08
18. Total net debt liabilities.....	<u>\$228,544 92</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$493,736 56
2. Bridging	
3. Superstructure, including rails	
4. Land:	
Land damages	6,000 00
Fences	
5. Passenger and freight stations	802 84
6. Engine houses and car sheds (turntables included in track)	100 00
7. Machine shops, including machinery and tools	
11. Total cost of construction	\$500,639 40

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$500,639 40
28. Property in California	\$500,639 40
30. Cash and cash assets	21,405 08
31. Total property and assets of the company	\$522,044 48

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1884.			Received During Year.	Applied During Year.	On Hand December 31, 1884.
		In-vested.	Ap-plied.	On Hand.			
Character.							
First mortgage.	Sinking Fund, \$5,000 yearly. Commenced year 1882	\$15,000	\$10,000	\$5,000	\$5,000	\$10,000	\$5,000

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$203 90
2. Bridging	
3. Superstructure, including rails	
4. Land:	
Land damages	302 84
Fences	
5. Passenger and freight stations	None.
Woodsheds and water stations	None.
6. Engine houses and car sheds, turntables included in track	None.
9. Locomotives	None.
10. Snow plows on wheels	None.
11. Parlor cars	None.
12. Sleeping cars	None.
13. Passenger, mail, and baggage cars	None.
14. Freight and other cars	None.
18. Total	\$506 74
20. Net addition to property account for the year	\$506 74

REVENUE FOR THE YEAR.

(Operated by Southern Pacific Railroad Company, and included in its report.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Southern Pacific Railroad.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Florence to Nietos	April 15, 1874.
From Nietos to Anaheim	Jan. 14, 1875.
From Anaheim to Santa Ana	Dec. 17, 1877.
2. Length of main line of road from Florence to Santa Ana	27.82 miles.
Length of main line in California	27.82 miles.
10. Total length of road belonging to this company	27.82 miles.
11. Aggregate length of siding and other tracks not enumerated above ...	2.65 miles.
12. Same in California	2.65 miles.
13. Aggregate length of track belonging to this company computed as single track	30.47 miles.
14. Same in California	30.47 miles.

Bridges built within the year in California.

(No bridges were built the year ending December 31, 1884.)

19. Number of crossings of highways at grade in California	37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	37
37. Number of stations on all roads owned by this company	8
38. Same in California	8
40. Miles of telegraph owned by this company	33.6
41. Number of telegraph offices in company stations	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4

MILEAGE, TRAFFIC, ETC.

(See report of Central Pacific Railroad Company.)

LIST OF ACCIDENTS IN CALIFORNIA.

(If any, reported by the Central Pacific Railroad Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ..	July 1, 1880..	July 1, 1910..	Gold	Gold	6	January and July.
Authorized Amount.	Total Issued December 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1884.		
		During Year.	Overdue.			
\$2,800,000	\$556,000	\$33,360	.....	\$556,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1884.					
				Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.		
					Iron.	Iron.	Iron and Steel.	Track.	Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	(b) Iron.	Iron and Steel.
Main line within State.....	Florence.....	Santa Ana.....	27.82	27.82	27.82	27.82	2.65	30.47	30.47
Total on whole road, December 31, 1884			27.82	27.82	27.82	27.82	2.65	30.47	30.47
The length of rail is double the length of single track, column (b) above.			December 31, 1884—Within the State.			Total.			
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons) 2,240 Pounds.	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail			60.94	44	2681.36	60.94	44	2681.36	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision: that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this thirteenth day of August, 1885.

CHAS. J. TORBERT, Notary Public.

MONTEREY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	San Francisco.
J. L. Willcutt, Secretary.....	San Francisco.
George E. Gray, Chief Engineer.....	San Francisco.
A. C. Bassett, Superintendent.....	San Francisco.
W. V. Huntington.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Monterey Railroad Company.....	San Francisco.
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The Monterey Railroad Company was incorporated January 20, 1880.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$250,000 00
3. Capital stock issued [number of shares, 2,500]; amount paid in.....	250,000 00
5. Total amount paid in, as per books of the company.....	250,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	9
11. Amount of stock held in California.....	247,300 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$240,000 00
Interest paid on same during year.....	\$12,000 00
13. Total amount of funded debt.....	\$240,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$4,650 00
Sinking fund.....	5,300 00
15. Total amount of unfunded debt.....	\$9,950 00
16. Total gross debt liabilities.....	\$249,950 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances.....	\$21,405 08
18. Total net debt liabilities.....	\$228,544 92

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$493,736 56
2. Bridging		
3. Superstructure, including rails		
4. Land:		
Land damages		
Fences		
5. Passenger and freight stations		6,000 00
6. Engine houses and car sheds (turntables included in track)		802 84
7. Machine shops, including machinery and tools		100 00
11. Total cost of construction		\$500,639 40

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$500,639 40
28. Property in California	\$500,639 40
30. Cash and cash assets	21,405 08
31. Total property and assets of the company	\$522,044 48

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Con- ditions of Funds.	Total to December 31, 1884.			Received During Year.	Applied During Year.	On Hand Decem- ber 31, 1884.
		In- vested.	Ap- plied.	On Hand.			
Character.							
First mortgage.	Sinking Fund, \$5,000 yearly. Commenced year 1882	\$15,000	\$10,000	\$5,000	\$5,000	\$10,000	\$5,000

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$203 90
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
6. Engine houses and car sheds, turntables included in track		302 84
9. Locomotives		None.
10. Snow plows on wheels		None.
11. Parlor cars		None.
12. Sleeping cars		None.
13. Passenger, mail, and baggage cars		None.
14. Freight and other cars		None.
18. Total		\$506 74
20. Net addition to property account for the year		\$506 74

REVENUE FOR THE YEAR.

(Operated by Southern Pacific Railroad Company, and included in its report.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Southern Pacific Railroad.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income—rental.....	\$20,400 00
4. Interest accrued during the year:	
On funded debt.....	12,000 00
7. Balance for the year, or surplus.....	8,400 00
8. Surplus at commencement of the year.....	\$10,781 79
Add entries made in profit and loss account during the	
year, not included in the foregoing statement.....	7,912 69
9. Surplus at commencement of the year, as changed by aforesaid entries.....	18,694 48
10. Total surplus (or deficit), December 31, 1884.....	27,094 48
11. Paid to sinking funds, in hands of Trustees.....	5,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See report of Southern Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See report of Southern Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$500,639 40
Cash, cash assets, and other items:	
Current accounts.....	21,405 08
Total.....	<u>\$522,044 48</u>
<i>Credits.</i>	
Capital stock.....	\$250,000 00
Funded debt.....	240,000 00
Other debts:	
Sinking fund.....	5,300 00
Due for interest coupons not presented.....	4,650 00
Profit and loss (profit, if any).....	22,094 48
Total.....	<u>\$522,044 48</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
To general expense.....	\$22 00	
Taxes.....	2,065 31	
Interest on bonds.....	12,000 00	
Sinking fund.....	5,000 00	
Balance.....	22,094 48	
By balance December 31, 1883.....		\$10,781 79
Road earnings.....		20,400 00
Redemption of bonds from sinking fund.....		10,000 00
Totals.....	<u>\$41,181 79</u>	<u>\$41,181 79</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Castroville to Morocojo.....	Jan. 11, 1880.
From Morocojo to Martinez.....	Jan. 11, 1880.
From Martinez to Bardins.....	Jan. 11, 1880.
From Bardins to Del Monte.....	Sept. 12, 1881.
From Del Monte to Monterey.....	Sept. 12, 1884.
From Bardins to Monterey.....	Jan. 11, 1880.
2. Length of main line of road from Castroville to Monterey.....	15.12 miles.
Length of main line in California.....	15.12 miles.
10. Total length of road belonging to this company.....	15.12 miles.
11. Aggregate length of siding and other tracks not enumerated above...	1.60 miles.
12. Same in California.....	1.60 miles.
13. Aggregate length of track belonging to this company computed as	
single track.....	16.72 miles.

14. Same in California.....	16.72 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	30.24 miles.

Bridges built within the year in California.

(No bridges were built during year 1884.)

19. Number of crossings of highways at grade in California.....	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	5
37. Number of stations on all roads owned by this company.....	6
38. Same in California.....	6
40. Miles of telegraph owned by this company.....	15.12
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	3

MILEAGE, TRAFFIC, ETC.

(Reported by Southern Pacific Railroad Company.)

LIST OF ACCIDENTS IN CALIFORNIA.

(If any, reported by Southern Pacific Railroad Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Rate.	Payable.
			Interest.	Principal.		
First mortgage .	April 1, 1880.	April 1, 1900.	Gold -----	Gold -----	5	October 1 and April 1.
Authorized Amount.	Total Issued December 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1884.		
		During Year.	Overdue.			
\$250,000	\$250,000	\$12,000	\$4,650	\$240,000		
Character of.				Bonds Redeemed during Year Ending December 31, 1884.		
				Amount.	Cost.	
First mortgage -----				\$10,000	\$10,000	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1884.						
				Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			Iron and Steel.
					Steel.	Iron and Steel.	Track.	Sidings.	(b) Iron.	(c) Steel.
Main Line and Branches.	From—	To—	Monterey	Steel.	15.12	15.12	15.12	1.60	1.60	15.12
Main line within State	Castroville			15.12	15.12	15.12	15.12	1.60	1.60	15.12
Total on whole road, December 31, 1884				15.12	15.12	15.12	15.12	1.60	1.60	15.12
Total constructed during year								0.17	0.17	0.17
Total within the State constructed during year								0.17	0.17	0.17
The length of rail is double the length of single track, columns (b) and (c) above.				December 31, 1884—Within the State.			Total.			
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.		Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail				3.20	44	140.80	3.20		44	140.80
Length of steel rail				30.24	39½	1188.00	30.24		39½	1188.00
Total length of iron rail laid during the year				0.34	44	14.96	0.34		44	14.96

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Monterey Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this thirteenth day of August, 1885.

CHARLES J. TORBERT, Notary Public.

NORTHERN CALIFORNIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

N. D. Rideout, President.....	Marysville.
A. J. Binney, General Manager.....	Marysville.
M. B. Langhorne, Secretary and Treasurer.....	San Francisco.
N. Luning.....	San Francisco.
Geo. Whittell.....	San Francisco.

NOTE—Excepting A. J. Binney—General Manager—officers and Directors of Northern California Railroad Company commenced service January 1, 1885, until which date the road was known as the "California Northern Railroad."

BUSINESS ADDRESS OF THE COMPANY:

Northern California Railroad Company.....Marysville.

The Northern California Railroad Company was incorporated September 6, 1884. Road commenced active existence as an incorporation January 1, 1885.

CAPITAL STOCK.

1. Capital stock authorized by charter, commencing January 1, 1885.....	\$320,000 00
2. Capital stock authorized by vote of company.....	320,000 00
3. Capital stock issued [number of shares—]; amount paid in.....	320,000 00
5. Total amount paid in, as per books of the company.....	320,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	5
10. Number of stockholders in California.....	5
11. Amount of stock held in California.....	All.

DEBT.

12. Funded debt as follows:
Nothing.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Road and equipment in running order, purchased at Commissioners' mortgage, foreclosure sale, January 22, 1881, for \$40,000.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$16,535 38
5. Derived from express and extra baggage.....	1,782 30
6. Derived from mails.....	1,199 28
7. Total earnings from passenger department.....	\$19,516 96
15. Total earnings from freight department.....	28,203 67
14. Total transportation earnings.....	<u>\$47,720 63</u>
15. Earnings per mile of road operated.....	\$1,800 78
16. Earnings per train mile (total passenger and freight).....	2 46

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$1,657 45
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	2,331 19
6. Proportion belonging to passenger department.....	} Perhaps equal.
7. Proportion belonging to freight department.....	

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	6,239 72
3. Steel rails laid; weight per yard, 40 pounds.....	2,115 94
4. New ties; cost.....	2,143 58
5. Repairs of bridges.....	1,571 86
6. Repairs of buildings and fixtures (stations and turntables).....	69 80
10. Repairs of locomotives.....	1,821 15
14. Fuel for engines and cars: Number of cords of wood——; cost.....	1,442 55
17. Oil and waste and locomotive supplies.....	729 38
Total.....	\$20,122 62
20. Proportion of same to passenger department.....	} Perhaps equal.
21. Proportion of same to freight department.....	

Class III—Passenger traffic expenses.

4. Salaries, wages, and incidentals of mixed passenger and freight trains.....	4,051 78
5. Salaries, wages, and incidentals of passenger stations.....	6,730 91

Class IV—Freight traffic expenses.

1. Repairs of freight cars and passenger and baggage and extra cars.....	2,280 62
2. New freight cars, charged to operating expenses.....	2,850 00
3. Damages and gratuities, freight.....	163 00
18. Total expenses.....	\$36,198 93

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$11,521 70
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EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Mixed trains only.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Mixed trains only.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Cost of road and equipment (original cost, \$850,000).....	\$40,000 00
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DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville.....	26½ miles.
10. Total length of road belonging to this company.....	26½ miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1 mile.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	1
18. Number of wooden bridges in California.....	24

ROLLING STOCK.

1. Locomotives.....	2
2. Tenders.....	2
6. Passenger cars.....	2
7. Mail and baggage cars.....	1
8. Eight-wheel box freight cars.....	6
10. Eight-wheel platform cars.....	13
12. Other cars.....	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	19,345
2. Rate of speed of express passenger trains, including stops.....	} 20 miles pr. hour.
3. Rate of speed of accommodation trains, including stops.....	
15. Highest rate of fare per mile for any distance (excluding one mile)....	
16. Lowest rate of fare per mile for any distance (single fare).....	7 ⁵⁴ / ₁₀₀ cents.
21. Highest rate of freight per ton per mile for any distance, first class ...	5 ⁵⁴ / ₁₀₀ cents.
22. Lowest rate of freight per ton per mile for any distance.....	11 ⁵⁴ / ₁₀₀ cents.
30. Number of persons regularly employed by company, including officers.....	2 ⁵⁴ / ₁₀₀ cents.
Average monthly pay of engine drivers.....	28
Average monthly pay of passenger conductors.....	\$90 00
Average monthly pay of baggage masters.....	60 00
Average monthly pay of brakemen, flagmen, and switchmen	55 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	40 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

			Length of Track December 31, 1884.
Main Line and Branches.	From—	To—	Single—Iron.
Main line within State.....	Marysville.....	Oroville.....	26 ¹ / ₂ miles.

STATE OF CALIFORNIA,
County of Yuba. } ss.

Andrew J. Binney, General Manager of the Northern California Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

ANDREW J. BINNEY.

Subscribed and sworn to before me, this sixteenth day of October, 1885.

NORMAN A. RIDEOUT, Notary Public.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President.....	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
E. H. Miller, Jr., Treasurer.....	San Francisco.
Timothy Hopkins, Secretary	San Francisco.
Leland Stanford.....	San Francisco.
Charles Crocker.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco, California.

The Northern Railway Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$8,400,000 00
2. Capital stock authorized by votes of company.....	8,400,000 00
3. Capital stock issued [number of shares, 61,905]; amount paid in.....	6,190,500 00
5. Total amount paid in, as per books of the company.....	6,190,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California.....	18
11. Amount of stock held in California.....	<u>6,122,500 00</u>

DEBT.

12. Funded debt as follows:	
Bonds.....	\$3,964,000 00
Interest paid on same during year.....	<u>\$237,840</u>
13. Total amount of funded debt.....	\$3,964,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	<u>118,920 00</u>
16. Total gross debt liabilities.....	<u>\$4,082,920 00</u>
18. Total net debt liabilities.....	<u>\$4,082,920 00</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

6. Engine houses, car sheds, and turntables.....	<u>\$11,040,848 00</u>
--	------------------------

Equipment.

17. Freight cars: Hand cars and section cars.....	<u>\$3,256 38</u>
18. Total for equipment.....	<u>\$3,256 38</u>

PROPERTY PURCHASED, ETC.

27. Whole amount of permanent investments.....	\$11,044,104 38
30. Cash and cash assets.....	<u>104,223 32</u>
31. Total property and assets of the company.....	<u>\$11,148,327 70</u>

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	}	\$29,024 37
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		12,600 50
Fences.....		549 31
5. Passenger and freight stations.....		11,216 18
Wharves and slips.....		<u>28 69</u>
18. Total.....		\$53,419 06
19. Property sold and credited to property account during the year:		
Material charged but not used.....		<u>600 29</u>
20. Net addition to property account for the year.....		<u>\$52,818 76</u>

REVENUE FOR THE YEAR.

(Reported by Central Pacific Railroad Company, lessees.)

13. Derived from rents for use of road and equipment when leased.....	\$549,050 00
Less paid San Pablo and Tulare Railroad on lease.....	<u>\$83,732 40</u>
Less taxes.....	53,122 83
Less general expenses.....	<u>2,289 81</u>
	<u>\$139,145 04</u>
Total.....	<u>\$409,904 96</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Reported by lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$409,904 96
2. Percentage of same to capital stock and net debt.....	3.4%
3. Percentage of same to total property and assets.....	3.1%
4. Interest accrued during the year:	
On funded debt.....	\$237,840 00
On other debt.....	1,318 03
Total.....	239,158 03
6. Date of last dividend declared, No. 3, February 28, 1883.	
7. Balance for the year, or surplus.....	170,746 93
8. Surplus at commencement of the year.....	\$704,160 77
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement.....	None.
9. Surplus at commencement of the year, as changed by aforesaid entries.....	704,160 77
10. Total surplus December 31, 1884.....	\$874,907 70

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in lessees' report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in lessees' report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$11,040,848 00
Cost of equipment	3,256 38
Cash, cash assets, and other items.....	104,223 32
Total	\$11,148,327 70
<i>Credits.</i>	
Capital stock.....	\$6,190,500 00
Funded debt.....	3,964,000 00
Other debts (unpaid coupons due January 1, 1885).....	118,920 00
Profit and loss (profit, if any)	874,907 70
Total.....	\$11,148,327 70

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental.....		\$549,050 00
Leased road	\$83,732 40	
Taxes	53,122 83	
General expenses.....	2,289 81	
Interest	239,158 03	
Profit	170,746 93	
Totals	\$549,050 00	\$549,050 00

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:

San Pablo Division—

From West Oakland to Shell Mound.....	Aug. 16, 1876.
From Shell Mound to Martinez	Jan. 9, 1878.
From Benicia to Suisun.....	Dec. 28, 1879.

Northern Division—

From Woodland to Williams.....	July 1, 1876.
From Williams to Willows.....	Oct. 3, 1878.
From Willows to Orland.....	July 31, 1882.
From Orland to Tehama.....	Sept. 27, 1882.

San Pablo and Tulare—

From Martinez to Tracy.....	Sept. 8, 1878.
3. Length of line with track laid, if road is not completed.....	148,2240
4. Length of double track on main line.....	4,6812
10. Total length of road belonging to this company.....	152,9062
11. Aggregate length of siding and other tracks not enumerated above...	41,6819
12. Same in California.....	41,6819
13. Aggregate length of track belonging to this company computed as single track.....	194,5871
14. Same in California.....	194,5871
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).	
16. Number of spans of bridges of twenty-five feet and upwards in California.....	35
18. Number of wooden bridges (aggregate length, 15,135 feet) in California. Bridges built within the year in California.....	226 None.
19. Number of crossings of highways at grade in California.....	103
20. Number of crossings of highways over railroad in California.....	3
22. Number of highway bridges eighteen feet above track in California.....	3
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	106
27. Number of railroad crossings at grade.....	4
California and Nevada (narrow gauge) Railroad, at Emery.	
Tramway at Pinole.	
Tramway at powder works, near Pinole.	
Tramway at Martinez.	
29. Number of railroad crossings under other railroads.....	1
California Redwood Company track at Tunnel No. 1.	

ROADS BELONGING TO OTHER COMPANIES, LEASED AND OPERATED BY CENTRAL PACIFIC RAILROAD COMPANY.

30. Names, Description, and Length of each.

Name of Company.	Termini.		Length Miles.	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	
San Pablo and Tulare Railroad.	Martinez	Tracy.	46.518	Sept. 2, 1878.	Sept. 2, 1888.	\$300 per mile per month.

This lease is now canceled, and new lease of San Pablo and Tulare Railroad, made direct to the Central Pacific Railroad Company.

31. Total length of above roads.....	46,518
36. Number of stations on all roads operated by this company.....	46
39. Miles of telegraph on line of road operated by this company.....	149.49
41. Number of telegraph offices in company stations.....	20

ROLLING STOCK.

	Market Value.
12. Other cars: Hand and section cars.....	\$3,256 38
13. Total market value.....	\$3,256 38

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

RELATING TO PASSENGERS.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage..	Jan. 1, 1877..	Jan. 1, 1907..	Gold.....	Gold.....	6	Jan. and July.

Authorized Amount.	Total Issued Dec. 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1884.
		During Year.	Overdue.	
\$6,300,000 00	\$3,964,000 00	\$237,840 00	-----	\$3,964,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.													
State, separately, length within and without State. Reduce to single track by adding length of double track.			Single.		Double.		Length of Roadway—Single and Double Track.				Reduced to Single Track.		
											Track.		Sidelings.		Track and Sidelings.
Main Line and Branches.		From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State.		Oakland.	Near Martinez.					31.0231	31.0231	35.7043	23.5867	35.7043	59.2910
Main line within State.		Benicia.	Suisun.					16.3428	16.3428	16.3428	5.3155	16.3428	21.6583
Main line within State.		Near Woodland.	Tehama.	25.4413	75.4168	25.4413	65.4168	100.8581	25.4413	75.4168	12.7797	38.2210	113.6378
Total on whole road December 31, 1884.				25.4413	118.1015	4.6812	25.4413	148.2240	25.4413	127.4639	67.1232	127.4639	194.5871
Total constructed during year.										4.4016	4.4016	4.4016	4.4016
Total within the State constructed during year.											4.4016	4.4016	4.4016
December 31, 1884.													
The length of rail is double the length of single track, columns (b) and (c) above.								Within State.			Total.		
								Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail								134.2464	44.0000	5,906.8416	134.2464	44.0000	5,906.8416
Length of steel rail								254.9278	39.2857	10,015.0171	254.9278	39.2857	10,015.0171
Total length of iron rail laid during the year in construction of sidings.								8.8032	44.0000	387.3408	8.8032	44.0000	387.3408
Total length of steel rail laid during the year.													
Total length of iron rail replaced by steel rail during the year.													
Of the iron rail, the length of rerolled iron was.													None.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. V. Huntington, President of the Northern Railway Company, and Timothy Hopkins, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

W. V. HUNTINGTON.

Subscribed and sworn to by W. V. Huntington before me, this eleventh day of August, 1885.

CHAS. J. TORBERT, Notary Public.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
Timothy Hopkins, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
C. P. Huntington	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets

San Francisco, California.

The Sacramento and Placerville Railroad Company was incorporated April 19, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company	August 4, 1852.
Folsom and Placerville Railroad Company	September 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$2,000,000 00
2. Capital stock authorized by votes of company	2,000,000 00
3. Capital stock issued [number of shares, 16,462]; amount paid in	\$1,646,200 00
4. Capital stock paid in on shares not issued [number of shares, 1,098] ..	109,800 00
5. Total amount paid in, as per books of the company	\$1,756,000 00
8. Par value of shares issued	\$100
9. Total number of stockholders	20
10. Number of stockholders in California	17
11. Amount of stock held in California	\$821,700 00

DEBT.

12. Funded debt as follows:	
Bonds	\$1,100,000 00

Interest paid on same during year.....	\$82,000	
13. Total amount of funded debt.....		\$1,100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property. }		
All other debts, current credit balances, etc. }	406,811 50	
16. Total gross debt liabilities.....		\$1,506,811 50
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds.....	\$87,037 70	
Other securities and debt balances.....	103,492 36	
		190,530 06
18. Total net debt liabilities.....		\$1,316,281 44

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1884.
1. Grading and masonry.....	\$3,050,234 70
2. Bridging.....	
3. Superstructure, including rails.....	
4. Land.....	
Land damages.....	
Fences.....	
5. Passenger and freight stations.....	
6. Engine houses, car sheds, and turntables.....	
7. Machine shops, including machinery and tools.....	
8. Interest.....	
9. Engineering.....	
Agencies, salaries, and other expenses during construction.....	
10. Branch, [original cost \$.....;] purchased for.....	
Branch, [original cost \$.....;] purchased for.....	

Equipment.

	Number.	To December 31, 1884. Cost.
12. Locomotives.....	3	Included in above.
16. Passenger cars.....	1	
Mail cars.....	1	
17. Freight cars.....	65	
Other cars.....	18	

24. *Investments in Transportation Lines.*

Old road of Placerville and Sacramento Valley Railroad.....	\$1,520,000 00
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25. *Other Property Purchased.*

26. Total for property purchased, etc.....	\$1,520,000 00
27. Whole amount of permanent investments.....	1,530,234 70
30. Cash and cash assets.....	190,530 06
31. Total property and assets of the company.....	\$3,240,764 76

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1884.
Character.		Invested.
First mortgage Sacramento and Placerville Railroad...	\$20,000 per annum to be set aside for a sinking fund, beginning in 1881...	\$87,037 70

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$37,227 28
5. Derived from express.....	1,800 00
6. Derived from mails.....	2,750 88
7. Total earnings from passenger department.....	\$41,778 16
8. Derived from local freight on roads operated by this company.....	\$76,056 87
12. Total earnings from freight department.....	\$76,056 87
13. Derived from rents for use of road and equipment when leased.....	\$8,985 42
Miscellaneous.....	3,620 86
14. Total transportation earnings.....	\$130,441 31
15. Earnings per mile of road operated.....	\$2,734 88
16. Earnings per train mile (total passenger and freight).....	2 91
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Interest on sinking fund.....	\$3,780 00
19. Total income derived from all sources.....	\$134,221 31

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$287 20
2. General expenses.....	2,193 63
Office expenses.....	3,300 00
Miscellaneous.....	149 75
5. Total.....	\$5,930 58
6. Proportion belonging to passenger department (32, $\frac{3}{10}$ per cent).....	\$1,898 97
7. Proportion belonging to freight department (67, $\frac{7}{10}$ per cent).....	4,031 61

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$14,711 54
3. Steel rails laid, deducting old rails taken up (3,892 feet).....	2,409 56
Weight per yard.....	50
4. New ties (number, 7,545); cost.....	3,053 80
5. Repairs of bridges.....	188 74
6. Repairs of buildings and fixtures (stations and turntables).....	595 03
10. Repairs of locomotives.....	879 68
14. Fuel for engine and cars:	
Number of cords of wood, 1,255 $\frac{1}{2}$; cost.....	5,801 25
15. Water and water stations.....	300 00
16. Miscellaneous.....	5,953 75
17. Oil and waste.....	288 30
18. Watchmen.....	720 00
19. Total.....	\$34,901 65
20. Proportion of same to passenger department (32, $\frac{3}{10}$ per cent).....	\$11,175 51
21. Proportion of same to freight department (67, $\frac{7}{10}$ per cent).....	23,726 14

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$497 37
3. Damages and gratuities, passengers	553 00
4. Salaries, wages, and incidentals of passenger trains	2,574 25½
Salaries, wages, and incidentals of ferries	None.
5. Salaries, wages, and incidentals of passenger stations	See freight.
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	208 62
Stationery, printing, and advertising	308 54
8. Total	<u>\$4,141 78½</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$554 12
3. Damages and gratuities, freight	57 50
4. Salaries, wages, and incidentals of freight trains	2,574 25½
5. Salaries, wages, and incidentals of freight stations	11,788 76
6. Paid corporations or individuals not operating road for use of freight cars	2,806 00
Stationery, printing, and advertising	308 54
8. Total	<u>\$18,089 17½</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$63,063 19
10. Per train mile (total passenger and freight)	\$2 26
11. Percentage of expenses to total transportation earnings	48.3½

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$71,158 12
2. Percentage of same to capital stock and net debt	2.3½
3. Percentage of same to total property and assets	2.1½
4. Interest accrued during the year:	
On funded debt	82,000 00
7. Balance for the year (deficit)	10,841 88
8. Deficit at commencement of the year	\$8,624 86
9. Deficit at commencement of the year, as changed by aforesaid entries	8,624 86
10. Total deficit December 31, 1884	19,466 74
11. Paid to sinking funds in hands of Trustees	24,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	\$41,778 16
2. Per passenger train mile	1 94
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	1,898 97
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	11,175 51
5. Expenses, "Passenger Traffic," as per Class III, No. 8	4,141 78½
6. Total expenses	17,216 26½
7. Per passenger train mile	80
8. Net earnings	24,561 89½
9. Per passenger train mile	1 14

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	\$76,056 87
2. Per freight train mile	3 64
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	4,031 61
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	23,726 14
5. Expenses, "Freight Traffic," as per Class IV, No. 8	18,089 17½
6. Total expenses	45,846 92½
7. Per freight train mile	2 19
8. Net earnings	30,209 94½
9. Per freight train mile	1 45

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	}
Cost of equipment.....	
Sinking funds in hands of Trustees.....	\$3,050,234 70
Cash, cash assets, and other items:	87,037 70
C. H. Cummings, cash.....	24,320 34
United States Post Office Department.....	3,541 26
Pacific Improvement Company.....	75,630 76
Profit and loss (loss).....	25,646 74
Total.....	\$3,266,411 50
<i>Credits.</i>	
Capital stock.....	\$1,756,000 00
Funded debt.....	1,100,000 00
Other debts:	
Unpaid coupons.....	26,520 00
Holders Sacramento Valley Railroad bonds.....	380,000 00
Central Pacific Railroad Hospital.....	291 50
Sinking fund interest.....	3,600 00
Total.....	\$3,266,411 50

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Earnings.....		\$130,441 31
Operating expenses.....	\$60,582 36	
General expenses.....	2,193 63	
Taxes.....	287 20	
Interest.....	42,000 00	
Profit.....	25,378 12	
	\$130,441 31	\$130,441 31

NOTE.—Against this profit a charge must be made of \$40,000, unpaid interest on S. V. R. R. bonds, which has not yet been adjusted with holders.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom.....	Feb. 22, 1856.
From Folsom to Shingle Springs.....	June 20, 1865.
2. Length of main line of road from Sacramento to Shingle Springs.....	47.71 miles.
Length of main line in California.....	47.71 miles.
11. Aggregate length of siding and other tracks not enumerated above...	6.81 miles.
13. Aggregate length of track belonging to this company computed as single track.....	54.82 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds).....	5.47 miles.
18. Number of wooden bridges (aggregate length, 2,390 feet) in California.....	12
19. Number of crossings of highways at grade, in California.....	32
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	32
27. Number of railroad crossings at grade:	
C. P. R. R., at Brighton.....	1
34. Total miles of road operated by this company.....	47.71
36. Number of stations on all roads operated by this company.....	20
42. Number of telegraph stations operated by this company.....	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	3

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3		
Average weight of engines in working order.....		56,933	\$22,000 00
Maximum weight of engines in working order..... [60,200]			
2. Tenders.....	3		
Average weight of tenders full of fuel and water.....		36,833	
Maximum weight of tenders full of fuel and water. [40,000]			
Average joint weight of engines and tenders.....		93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.2½ feet]			
4. Total length of heaviest engine and tender over all [49.6 feet]			
6. Passenger cars.....	1		3,000 00
Average weight.....		33,550	
7. Mail and baggage cars.....	1		4,000 00
8. Eight-wheel box freight cars.....	30		18,000 00
10. Eight-wheel platform cars.....	8		320 00
12. Other cars.....	18		1,125 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	38
15. Number of locomotives equipped with train brakes.....	3
Kind of brake: Hand.....	
16. Number of cars equipped with train brakes.....	38
Kind of brake: Hand.....	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	13,928
2. Rate of speed of express passenger trains, including stops.....	20 mil's pr. hour.
3. Rate of speed of accommodation trains, including stops.....	12 mil's pr. hour.
4. Miles run by freight trains.....	13,928
7. Miles run by other trains, and for what purpose:	
Passenger and freight.....	16,276
Excursions.....	690
Work and switching.....	2,876
8. Total train miles run.....	47,698
9. Total number of passengers carried.....	30,460
Number of through passengers going east.....	2,113
Number of through passengers going west.....	2,234
Number of local passengers going east.....	13,695
Number of local passengers going west.....	12,418
10. Total passenger mileage, or passengers carried one mile.....	655,760
12. Number of tons of freight carried (not including gravel).....	45,502,444
Number of tons freight from other States, carried.....	All in this State.
13. Total freight mileage, or tons carried one mile.....	996,657,444
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	6 cents.
20. Average rate of fare per mile for all passengers.....	5.6 cents.
26. Average number of cars in passenger trains (including baggage cars)....	2
27. Average number of cars in freight trains—basis of eight-wheel.....	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	167,200 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	240,000 pounds.
30. Number of persons regularly employed by company, including officers.....	44
Average monthly pay of engine drivers.....	\$120 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	44 00

LIST OF ACCIDENTS IN CALIFORNIA.

(None.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage, Sacramento Valley Railroad	July 1, 1855.	July 1, 1875.	Not	specified.	10	Jan. and July.
First mortgage, Sacramento and Placerville Railroad	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. and July.
Authorized Amount.	Total Issued Dec. 31, 1884.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1884.	
		To Dec. 31, 1884.	During Year.	Overdue.		
\$700,000 00	\$400,000 00	\$340,000 00	\$40,000 00	\$380,000 00	\$400,000 00	
1,675,000 00	700,000 00	-----	42,000 00	-----	700,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1884.			
			Single.		Double.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line within State..	Sacramento.	Shingle Springs.	42.24	5.47	None.	None.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track, Dec. 31, 1884.	
				Reduced to Single Track. Track and Sidings.	
Main Line and Branches.	From—	To—	(b) Iron.	(c) Steel.	Iron and Steel.
Main line within State.....	Sacramento.	Shingle Springs.	42.24	5.47	6.81

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1884—Within the State.					
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....	42.24	98.56	4,163.17	42.24	98.56	4,163.17
Length of steel rail	5.47	88.	481.36	5.47	88.	481.36

Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	3,892 feet.
Total length of iron rail replaced by steel rail during the year	3,892 feet.
Of the iron rail, the length of rerolled iron was	None.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

P. Donahue, President	San Francisco.
J. M. Donahue, Vice-President	San Francisco.
T. J. Bergin, Treasurer	San Francisco.
Arthur Hughes	San Francisco.
Thomas Donahue	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 430 Montgomery Street.....San Francisco, California.

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872.
Sonoma and Marin Railroad Company	November 13, 1877.
Fulton and Guerneville Railroad Company	May 23, 1877.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$12,350,000 00
2. Capital stock authorized by votes of company	5,000,000 00
3. Capital stock issued [number of shares.....]; amount paid in	3,750,000 00
5. Total amount paid in, as per books of the company	3,750,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	5
10. Number of stockholders in California	5
11. Amount of stock held in California	3,750,000 00

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, unpaid bills, etc.	\$11,340 30
Sundries	337,549 65
Payrolls, lease account, etc.	34,036 36
15. Total amount of unfunded debt	\$382,926 31
16. Total gross debt liabilities	\$4,132,926 31

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand and in bank	\$55,200 83
Materials and supplies on hand	99,650 86
New ways	426 10
Other securities and debt balances	734,166 55
	<hr/>
	\$889,444 34
18. Total net debt liabilities	<hr/>
	\$3,243,481 97

NOTE.—At company's office insisted upon adding stock as part of gross liabilities.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	
2. Bridging		
3. Superstructure, including rails		\$3,146,029 03
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables	}	120,761 33
7. Machine shops, including machinery and tools		28,117 56
		<hr/>
11. Total cost of construction		\$3,294,907 92

Equipment.

	Number.	To December 31, 1884.
		Cost.
12. Locomotives	13	\$149,564 86
14. Parlor cars		
15. Sleeping cars		
16. Passenger cars		339,364 10
Mail cars		
Baggage cars		
17. Freight cars		
Other cars		
18. Total for equipment		<hr/>
		\$488,928 96

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

	To December 31, 1884.
Donahue	} \$39,147 35
Lakeville	
Petaluma	
Santa Rosa	
Fulton	
Mark West	
Healdsburg	
Geyserville	
Windsor	
Cloverdale	
San Rafael	
Less sold	970 00
Total	\$38,177 35

23. Steamboat property.

Specifying Each.	To December 31, 1884.
	Price Paid.
Steamer Tiburon	\$145,258 63
Steamer J. M. Donahue	85,000 00
Steamer Antelope	40,000 00
Steamer Latham (since broken up)	1,000 00
Steamer Tickett (to be condemned)	500 00
Launch Mamie	1,700 00

25. Other property purchased.

Engines	\$6,500 00
Furniture	6,519 93
Trucks and scales	3,298 93
26. Total for property purchased, etc.	<u>\$4,111,791 72</u>
29. Amount of supplies and materials on hand	\$100,076 96
30. Cash and cash assets	789,367 38
31. Total property and assets of the company	<u>\$5,001,236 06</u>

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

14. Freight and other cars	\$16,785 90
17. Any other expenditures charged to property account:	
Furniture	185 33
18. Total	<u>\$16,971 23</u>

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$290,926 31
4. Derived from other sources belonging to passenger department— storage	21 70
5. Derived from express and extra baggage	13,781 25
6. Derived from mails	8,543 68
7. Total earnings from passenger department	<u>\$313,272 94</u>
8. Derived from local freight on roads operated by this company	245,356 92
14. Total transportation earnings	<u>\$558,629 86</u>
17. Income derived from rent of property, other than road and equipment:	
Rent of houses	} 8,831 00
Rent of bars	
Rent from transfer company	
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stock, bonds, steamboat property, trans- portation lines, etc.):	
Sonoma Valley Railroad Company's steamer	} 35,446 33
Miscellaneous receipts	
19. Total income derived from all sources	<u>\$602,907 19</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$19,010 14
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's expenses	8,011 25
Steamer expenses	78,836 66
Office expenses	11,046 43
Stationery and printing	4,243 35
Advertising account	5,495 96
Repairs of steamer	14,240 32
Miscellaneous expenses	2,074 25
Repairs—wharves	1,716 96
Legal expenses	3,309 40
Interest and discount	301 16
Salaries of officers	10,500 00
5. Total	<u>\$158,785 88</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$63,473 22
5. Repairs of bridges	6,386 39
6. Repairs of buildings and fixtures (stations and turntables)	2,689 91
7. Repairs of and additions to machine shops and machinery	2,065 34
10. Repairs of locomotives	23,467 24
14. Fuel for engines and cars:	
Number of cords of wood—cost	} 22,579 50
Number of tons of coal—cost	
15. Water and water stations	4,503 48
19. Total	<u>\$125,165 08</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$11,501 19
3. Damages and gratuities, passengers	810 00
4. Salaries, wages, and incidentals of passenger trains	11,895 10
5. Salaries, wages, and incidentals of passenger stations	23,518 69
8. Total	<u>\$47,724 98</u>

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	\$2,265 00
8. Total	<u>\$2,265 00</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$333,940 94
11. Percentage of expenses to total transportation earnings	55.22
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
San Francisco and San Rafael Railroad Company	19,500 00
13. Total expenses	<u>\$353,440 94</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$268,966 25
7. Balance for the year, or surplus	\$268,966 25
8. Surplus at commencement of the year	773,987 26
	<u>1,042,953 51</u>
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	23,504 13
9. Surplus at commencement of the year, as changed by aforesaid entries	773,987 26
10. Total surplus December 31, 1884	<u>\$245,462 12</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$3,146,029 03
Cost of equipment.....	965,762 69
Supplies and materials on hand.....	100,076 96
Cash, cash assets, and other items.....	55,200 83
S. F. and S. R. Coast.....	734,166 55
S. V. Railroad Company, balance.....	
Wells, Fargo & Co.....	
Sundry order balance.....	
Total.....	\$5,001,236 06
<i>Credits.</i>	
Capital stock.....	\$3,750,000 00
Other debts:	
Bills, rental, payroll, etc.....	382,926 31
Profit and loss (profit, if any).....	868,309 75
Total.....	\$5,001,236 06

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	<i>Credits.</i>
Net earnings.....	\$268,966 25
Less sundry profit and loss items.....	23,504 13
Total.....	\$245,462 12

DESCRIPTION OF ROAD.

	Miles.	Date of Opening.
1. Date when the road or portions thereof were opened for public use:		
From Donahue to Santa Rosa.....	23	January 1, 1870.
From Santa Rosa to Windsor.....	9	March 1, 1871.
From Windsor to Grant's.....	4	April 10, 1871.
From Grant's to Healdsburg.....	2	July 1, 1871.
From Healdsburg to Cloverdale.....	18	April 15, 1872.
From Fulton to Guerneville.....	16	May 29, 1876.
From Petaluma to San Rafael.....	20½	June 2, 1879.
2. Length of main line of road from Donahue to Cloverdale.....		56 miles.
5. Branches owned by the company—names and description of; single or double track:		
Junction to San Rafael.....		20½ miles.
Fulton to Guerneville.....		16 miles.
6. Total length of branches owned by the company.....		36½ miles.
10. Total length of road belonging to this company.....		92½ miles.
11. Aggregate length of siding and other tracks not enumerated above.....		11 miles.
13. Aggregate length of track belonging to this company computed as single track.....		103½ miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 56 pounds).....		16 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....		12
18. Number of wooden bridges (aggregate length, 1,641 feet), in California.....		13
19. Number of crossings of highways at grade, in California.....		91
20. Number of crossings of highways over railroad, in California.....		2
21. Number of crossings of highways under railroad, in California.....		1
22. Number of highway bridges eighteen feet above track, in California.....		2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....		94
31. Total length of above roads.....		92½ miles.
Total miles of road operated by this company.....		92½ miles.

36. Number of stations on all roads operated by this company.....	37
37. Number of stations on all roads owned by this company.....	37
39. Miles of telegraph on line of road operated by this company.....	85½
41. Number of telegraph offices in company stations.....	11
42. Number of telegraph stations operated by this company.....	11

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	13	-----
Average weight of engines in working order.....		60,000
Maximum weight of engines in working order..... [80,000]		-----
2. Tenders.....	13	-----
Average weight of tenders full of fuel and water.....		40,700
Maximum weight of tenders full of fuel and water..... [46,000]		-----
Average joint weight of engines and tenders.....		100,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [43.10 feet]		-----
4. Total length of heaviest engine and tender over all..... [52.6 feet]		-----
6. Passenger cars and three smokers.....	18	-----
Average weight.....		39,000
Maximum weight palace car..... [57,000]		-----
7. Mail and baggage cars.....	3	40,000
8. Eight-wheel box freight cars.....	64	18,500
10. Eight-wheel platform cars.....	190	13,700
11. Four-wheel platform cars.....	23	11,500
12. Other cars.....	17	17,000
Coal and gravel.....	22	10,000

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	255
15. Number of locomotives equipped with train brakes.....	10
Kind of brake: Air.....	
16. Number of cars equipped with air brakes.....	21
Kind of brake: Air.....	
17. Number of passenger cars and three smokers with Miller platform and buffer.....	18

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	131,714
2. Rate of speed of express passenger trains, including stops.....	26 miles.
4. Miles run by freight trains.....	45,372 miles.
5. Rate of speed of express freight trains, including stops.....	10 miles.
7. Miles run by other trains, and for what purpose:	
Paymaster's train.....	2,052 miles.
Special freight trains.....	800 miles.
Special passenger trains.....	350 miles.
Gravel trains.....	1,500 miles.
8. Total train miles run.....	181,788 miles.
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	256,700 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	422,700 pounds.
30. Number of persons regularly employed by company, including officers.....	279
Average monthly pay of employes, other than officers.....	\$59 40
Average monthly pay of engine drivers.....	110 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	87 50
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men, as foreman.....	60 00
Average monthly pay of mechanics in shops.....	90 00
Average monthly pay of laborers.....	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

	From their own misconduct or carelessness—in California.	
	Killed.	Injured.
Passengers	1	-----
Employés	-----	1
Others	2	5
Total	3	6

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Minor Brink, brakeman, attempted to jump from a moving car and caught his pants on the brake hanger, which threw him under the car, the wheels passing over one leg, making amputation necessary. He recovered and was out in three weeks.

George Harding, M. M. Donovan, Gerald Thomas, Edward O'Donnell, James Byrnes, and Daniel McNamara were crossing the track on the toll road in San Rafael when the train from San Francisco struck and instantly demolished the carriage, and instantly killed Gerald Thomas. Edward O'Donnell died in four hours from the effects of his injuries; George Harding sustained a fracture of the thigh; M. M. Donovan had a wrist broken, and Mr. McNamara and Mr. Byrnes escaped with slight bruises. All except the two first mentioned have recovered.

James Hanna, five years old, was playing on a flat car in Petaluma yard when the car started, throwing him off, injuring his leg in such a manner that amputation became necessary about two months afterwards.

October eleventh, Thos. J. Darwin, a passenger on an excursion train from Tiburon to Santa Rosa, in attempting to pass from one car to another two miles north of Tiburon, fell between the cars; the wheels passed over his body, killing him instantly.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

—, President of the San Francisco and North Pacific Railroad Company, and Thos. W. Johnston, Secretary of said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

THOS. W. JOHNSTON, Secretary.

Subscribed and sworn to before me, this thirtieth day of November, 1885.

JOHN E. HAMILL, Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets San Francisco.

The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,750,000 00
2. Capital stock authorized by votes of company	3,750,000 00
3. Capital stock issued [number of shares, 18,610]; amount paid in	1,861,000 00
5. Total amount paid in, as per books of the company	1,861,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	17
10. Number of stockholders in California.....	15
11. Amount of stock held in California.....	1,812,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,023,000 00
Interest paid on same during year	61,380 00
13. Total amount of funded debt.....	1,023,000 00
16. Total gross debt liabilities	1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$20,334 40
Other securities and debt balances	95,861 61
	116,196 01
18. Total net debt liabilities	\$906,803 99

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

1. Grading and masonry	}	\$2,929,950 86
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
10. Branch, [original cost, \$.....;] purchased for		
..... Branch, [original cost, \$.....;] purchased for		

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

28. Total for property purchased, etc.	\$2,929,950 86
30. Cash and cash assets	95,861 61
31. Total property and assets of the company	\$3,025,812 47

32. SINKING AND CONTINGENT FUNDS—SHOWING AMOUNT OF SAME, AND THEIR PURPOSE.

Applicable to redemption of what bonds:

Character.	Terms and conditions of funds.
First mortgage bonds .....	.... One per cent per annum of outstanding funded indebtedness to be set apart for a sinking fund, beginning January 1, 1883.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$1,405 60
2. Bridging		
3. Superstructure, including rails		
5. Passenger and freight stations		
Water		380 68
18. Total		\$3,972 66
20. Net addition to property account for the year		\$3,972 66

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad Company.)

13. Derived from rents for use of road and equipment when leased	\$166,532 40
Less taxes	\$17,696 80
Less general expenses	1,235 31
	18,932 11
Net earnings	\$147,600 29

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Central Pacific Railroad Company.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$147,600 29
2. Percentage of same to capital stock and net debt .....	.05 ³³ / ₁₀₀
3. Percentage of same to total property and assets .....	.04 ³³ / ₁₀₀
4. Interest accrued during the year:	
On funded debt	\$61,380 00
On other debt	1,066 39
Total	62,446 39

5. Dividends declared (4½ per cent) for the year	\$83,745 00
6. Date of last dividend declared (No. 4).....	March 6, 1884.
7. Balance for the year, or surplus	85,153 90
8. Surplus at commencement of the year.....	\$159,537 97
Deduct entries made in profit and loss account during the year, not included in the foregoing statement (dividend).....	83,745 00
9. Surplus at commencement of the year, as changed by aforesaid entries.....	\$75,792 97
10. Total surplus, December 31, 1884.....	\$160,946 87

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See report of Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See report of Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$2,929,950 86
Sinking funds in hands of Trustees.....	20,334 40
Cash, cash assets, and other items.....	95,861 61
Total.....	\$3,046,146 87
<i>Credits.</i>	
Capital stock.....	\$1,861,000 00
Funded debt.....	1,023,000 00
Other debts:	
Sinking fund interest.....	1,200 00
Profit and loss (profit, if any).....	160,946 87
Total.....	\$3,046,146 87

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental.....		\$166,532 40
Taxes.....	\$17,696 80	
General expenses.....	1,235 31	
Interest.....	62,446 39	
Profit.....	85,153 90	
	\$166,532 40	\$166,532 40

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Tracy to Martinez.....	Sept. 3, 1878.
2. Length of main line of road from near Martinez to Tracy.....	46.5180 miles.
Length of main line in California.....	46.5180 miles.
3. Length of line with track laid, if road is not completed	46.5180 miles.
10. Total length of road belonging to this company	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above...	10.1068 miles.
12. Same in California.....	10.1068 miles.
13. Aggregate length of track belonging to this company computed as sin- gle track	56.6248 miles.
14. Same in California.....	56.6248 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).	
16. Number of spans of bridges of twenty-five feet and upwards, in Cali- fornia	2
18. Number of wooden bridges (aggregate length, 5,457 feet), in California.	79

19. Number of crossings of highways at grade, in California.....	33
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
29. Number of railroad crossings under other railroads.....	3
Black Diamond Railroad, 19 feet clear, Cornwall.	
Pittsburg Railroad, 18½ feet clear, Los Medonos.	
Empire Railroad, 19 feet clear, Antioch.	

ROADS BELONGING TO OTHER COMPANIES, ETC.

38. Number of stations on all roads operated by this company.....	9
40. Miles of telegraph owned by this company.....	46½
41. Number of telegraph offices in company stations	7

MILEAGE, TRAFFIC, ETC.

(Included in report of Central Pacific Railroad Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	April 1, 1878.	April 1, 1908.	Gold	Gold	6	Apr. and Oct.
Authorized Amount.	Total Issued, December 31, 1884.		Accrued Interest to December 31, 1884— During Year.		Amount of Bonds Outstanding December 31, 1884.	
\$3,750,000 00	\$1,023,000 00		\$61,380 00		\$1,023,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the San Pablo and Tulare Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
George E. Gray, Chief Engineer	San Francisco.
A. C. Bassett, Superintendent	San Francisco.
Jerome Madden, Land Agent	San Francisco.
Timothy Hopkins	San Francisco.
Charles Mayne	San Francisco.
W. V. Huntington	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company..... San Francisco.

The Southern Pacific Railroad Company was incorporated December 18, 1874, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
Southern Pacific R. R. Co.....	Aug. 19, 1873.	Southern Pacific R. R. Co..	Oct. 12, 1870.	San Francisco and San José R. R. Co.....	Aug. 18, 1860
Los Angeles and San Pedro R. R. Co.....	Feb. 18, 1868.	Southern Pacific Branch R. R. Co.....	Dec. 23, 1873.	Southern Pacific R. R. Co.....	Dec. 2, 1865
				Santa Clara and Pajaro Valley R. R. Co.....	Jan. 2, 1868
				Cal. Southern R. R. Co.....	Jan. 22, 1870

CAPITAL STOCK.

1. Capital stock authorized by charter	\$90,000,000 00
3. Capital stock issued [number of shares, 437,522]; amount paid in.....	43,752,200 00
4. Capital stock paid in on shares not issued [number of shares, 16,450] ..	286,900 00
5. Total amount paid in, as per books of the company	44,039,100 00
6. Amount per share still due on stock { \$80 per share on 12,240 shares. } not full paid..... { \$90 per share on 4,210 shares. }	82 55
8. Par value of shares issued	100 00
9. Total number of stockholders	35
10. Number of stockholders in California, of record	28
11. Amount of stock held in California	15,188,450 00

DEBT.

12. Funded debt as follows:		
Bonds.....		\$32,932,000 00
Interest paid on same during year	\$2,002,380 00	
13. Total amount of funded debt.....		\$32,932,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		\$25,710 00
All other debts, current credit balances, etc.....		1,009,229 56
Sinking fund.....		450 00
16. Total gross debt liabilities.....		\$33,967,389 56
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand.....		\$20,642 66
Materials and supplies on hand.....		117,534 39
Other securities and debt balances.....		742,168 08
		\$880,345 13
18. Total net debt liabilities.....		\$33,087,044 43

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	} Estimated	\$75,149,946 78
2. Bridging		
3. Superstructure		
4. Land		
Land damages	} Estimated	{ 976,930 53
Fences		
5. Passenger, freight, and water stations		
6. Engine houses and car sheds		
7. Machine shops, including machinery and tools	} Estimated	{ 149,823 70
8. Engineering—Agencies, salaries, and other expenses during construction: (Included in contract for construction of road.)		
11. Total cost of construction		\$76,453,134 03

Equipment.

	Number.	To December 31, 1884. Estimated Cost.
12. Locomotives	80	\$1,239,384 19
14. Parlor cars	2	15,216 81
16. Passenger cars	102	439,909 00
Mail cars	6	26,038 52
Baggage cars	14	41,058 40
17. Freight cars	1,661	1,482,486 52
Other cars	370	89,250 36
18. Total for equipment.....		\$3,333,343 80

24. Investments in transportation lines.....	None.
25. Other property purchased.....	None.
27. Whole amount of permanent investments	\$79,786,477 83
28. Property in California	79,786,477 83
29. Amount of supplies and materials on hand.....	117,534 39
30. Cash and cash assets.....	762,810 74
31. Total property and assets of the company	80,666,822 96

32. SINKING AND CONTINGENT FUNDS.

Showing Amount of same and their Purpose.

Applicable to Redemption of what Bonds.		Term and Conditions of Sale.	Total to December 31, 1884.			Received During Year.	Applied During Year.	On Hand December 31, 1884.
Character.	Series.		Invested.	Applied.	On Hand.			
First mortgage -----	A	{ Proceeds of sales of govern- ment lands. { Sinking fund \$100,000 yearly, commenced in the year 1882.	\$2,542,351 71	\$2,233,599 46	\$248,752 25	\$521,587 67	\$395,000 00	\$248,752 25
First mortgage -----	B							
First mortgage -----	C							
First mortgage -----	D							
First mortgage -----	E							
First mortgage -----	F		300,000 00	300,000 00	-----	100,000 00	300,000 00	-----

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		\$640,538 36
Land damages		
Fences		
5. Passenger and freight stations		216,428 10
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		28,443 48
7. Machine shops		34,313 86
9. Locomotives	[Number, 8]	129,635 63
13. Passenger, mail, and baggage cars	[Number, 8]	37,029 33
14. Freight and other cars	[Number, 81]	33,301 59
20. Net addition to property account for the year		<u>\$1,119,690 35</u>

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		\$630,548 22
2. Derived from passengers from and to other roads, over roads operated by this company		8,706 01
5. Derived from express, \$18,566 13, and extra baggage, \$2,038 79		20,604 92
6. Derived from mails		13,571 76
7. Total earnings from passenger department		<u>\$673,430 91</u>
8. Derived from local freight on roads operated by this company		<u>\$762,563 33</u>
12. Total earnings from freight department (northern division)		<u>\$762,563 33</u>
13. Derived from rents for use of road and equipment when leased		<u>\$2,032,843 51</u>
14. Total transportation earnings		<u>\$1,435,994 24</u>
15. Earnings per mile of road operated	[202.21 miles]	\$7,101 50
16. Earnings per train mile (total mixed passenger and freight), 539.522 miles		2 66
17. Income derived from rent of property, other than road and equipment		9,991 02
Storage		4,619 35
Miscellaneous		14,571 73
Telegraph		3,000 00
19. Net income derived from all sources		<u>\$3,501,019 85</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local (Northern Division)		\$48,315 92
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General accounts, embracing salaries of general offices expenses, legal expenses, etc. (Northern Division)		39,096 65
Expense of Superintendent		6,436 75
Station service		33,204 36
Train service		92,791 40
Office expense		43,641 09
Stationery and printing		9,014 83
Advertising		13,005 69
Repairs of tools		4,946 11
Miscellaneous expenses		1,027 31
Locomotive service		69,715 56
5. Total		<u>\$361,195 67</u>
6. Proportion belonging to passenger department, 46.9 per cent		\$169,400 77
7. Proportion belonging to freight department, 53.1 per cent		191,794 90

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$161,477 04
3. Steel rails laid, number of miles, 11.84; weight per yard, 50 pounds....	33,457 52
5. Repairs of bridges, \$14,174 54, and \$19,211 42	33,385 96
6. Repairs of buildings and fixtures (stations and turntables).....	19,145 11
8. Repairs of fences, road crossings, and signs.....	21,559 10
9. Removing ice and snow.....	35,269 69
14. Fuel for engines and cars:	
Number of cords of wood, 1,674; cost.....	7,267 11
Number of tons of coal, 16,443½; cost.....	115,102 75
15. Water and water stations.....	6,741 12
17. Oil and waste.....	4,571 20
19. Total	<u>\$437,976 60</u>
20. Proportion of same to passenger department, 46.9 per cent.....	\$205,411 03
21. Proportion of same to freight department, 53.1 per cent.....	232,565 57

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$34,758 80
3. Damages and gratuities, passengers.....	844 79
4. Salaries, wages, and incidentals of ferries (mail service).....	807 50
5. Salaries, wages, and incidentals of passenger stations.....	9,129 43
8. Total	<u>\$45,540 52</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$24,040 32
3. Damages and gratuities, freight.....	838 21
5. Salaries, wages, and incidentals of freight stations.....	48,442 58
8. Total	<u>\$73,321 11</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV, and No. 12*.....	\$970,233 90
10. Per train mile (total passenger and freight and mail).....	[539,522] 1 80
11. Percentage of expenses to total transportation earnings.....	[.783]
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Monterey Railroad (15.12 miles for year, passenger, 469 per cent).....	\$20,400 00
*Embraced in No. 9.	
Pajaro and Santa Cruz Railroad (26.20 miles for year, freight, 531 per cent).....	\$31,800 00
Taxes, Southern Division, leased road, and Government lands.....	243,278 13
General accounts, embracing salaries of general officers, general office expenses, etc., Southern Division leased road.....	77,221 78
13. Total expenses.....	<u>\$1,290,733 81</u>

Northern Division.

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$2,210,286 04
4. Interest accrued during the year:	
On funded debt.....	\$2,002,380 00
On other debt—credit.....	140,039 40
Total.....	1,862,340 60
6. Date of last dividend declared.....	None.
7. Balance for the year, or surplus.....	<u>\$347,945 44</u>
8. Surplus at commencement of the year.....	\$1,664,851 96
Or add entries made in profit and loss account during the year, not included in the foregoing statement.....	747,536 00
9. Surplus at commencement of the year, as changed by aforesaid entries.....	2,412,387 96
10. Total surplus, December 31, 1884.....	<u>\$2,760,333 40</u>
11. Paid to sinking funds, in hands of Trustees.....	\$100,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7.....	\$673,430 91
2. Per passenger train mile, including one half mixed, 359,019 miles.....	1 88
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	169,400 77
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	276,806 11
4½. Expenses, 469 per cent of Monterey and Santa Cruz Railroad, No. 12..	24,481 80
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	45,540 52
6. Total expenses.....	<u>\$516,229 20</u>
7. Per passenger train mile.....	\$1 44
8. Net earnings.....	157,201 71
9. Per passenger train mile.....	44

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12.....	\$762,563 33
2. Per freight train mile.....	4 22
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.	\$191,794 90
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	313,398 82
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	75,321 11
5½. Expenses, 531 per cent of Monterey and Pajaro and Santa Cruz Railroad, No. 12.....	27,718 20
6. Total expenses.....	<u>\$606,233 03</u>
7. Per freight train mile.....	\$3 36
8. Net earnings.....	156,330 30
9. Per freight train mile.....	87

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$76,453,134 03
Cost of equipment.....	3,333,343 80
Supplies and materials on hand.....	117,534 39
Cash, cash assets, and other items:	
Cash.....	20,642 66
Current accounts.....	724,473 38
Other accounts.....	17,694 70
Total.....	<u>\$80,666,822 96</u>
<i>Credits.</i>	
Capital stock.....	\$44,039,100 00
Funded debt.....	32,982,000 00
Other debts:	
Trustees of mortgage.....	248,752 25
Sinking fund.....	450 00
Due for interest coupons.....	25,710 00
Current accounts.....	760,477 31
Profit and loss (profit, if any).....	2,660,333 40
Total.....	<u>\$80,666,822 96</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
To operating expenses	\$835,189 27	
To removal of track	33,457 52	
To general expense	74,774 15	
To legal expense	40,373 55	
To taxes	291,594 05	
To street assessments	780 73	
To interest on bonds	2,002,380 00	
To insurance	390 00	
To other accounts	14,174 54	
To sinking fund	100,000 00	
To balance	2,660,333 40	
By balance December 31, 1883		\$1,664,851 96
By road earnings		3,501,019 85
By road earnings—account contract with Wells, Fargo & Company		29,536 00
By Trustees first mortgage bonds		395,000 00
By redemption of bonds from sinking fund and interest		305,550 00
By premium and discount on bonds		17,450 00
By interest (on current accounts)		140,039 40
	\$6,053,447 21	\$6,053,447 21

DESCRIPTION OF ROAD.

- Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863.
From Menlo Park to San José	January 16, 1864.
From San José to Perry's	January 11, 1869.
From Perry's to Gilroy	March 13, 1869.
From Gilroy to Pajaro	Nov. 27, 1871.
From Pajaro to Salinas	Nov. 1, 1872.
From Salinas to Soledad	August 12, 1873.
From Carnadero to Hollister	July 31, 1870.
From Hollister to Tres Pinos	August 12, 1873.
From Goshen to Huron	Feb. 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Tipton to Delano	July 14, 1873.
From Delano to ten miles south of Lerdo	August 1, 1874.
From ten miles south of Lerdo to Sumner	October 26, 1874.
From Sumner to Caliente	April 26, 1875.
From Caliente to Keene's	May 26, 1876.
From Keene's to Mojave	August 9, 1876.
From Mojave to Tunnel	Sept. 6, 1876.
From Tunnel to San Fernando	January 1, 1876.
From San Fernando to Los Angeles	April 15, 1874.
From Los Angeles to Spadra	April 15, 1874.
From Spadra to Colton	July 16, 1875.
From Colton to Indio	May 29, 1876.
From Indio to Dos Palmas	March 8, 1876.
From Dos Palmas to Pilot Knob	April 29, 1877.
From Pilot Knob to Colorado River	May 23, 1877.
From Los Angeles to Wilmington	October 26, 1869.
From Mojave to Calico	Nov. 13, 1882.
From Calico to Amboy	Feb. 12, 1883.
From Amboy to Goffs	March 19, 1883.
From Goffs to Needles	July 1, 1883.
From Needles to Junction with Atlantic and Pacific Railroad Co.	August 9, 1883.
- Length of main line of road from San Francisco to Colorado River..... 956.61 miles.
 Length of main line in California..... 956.61 miles.
- Total length of road belonging to this company 956.61 miles.
- Aggregate length of siding and other tracks not enumerated above 113.82
- Same in California..... 113.82
- Aggregate length of track belonging to this company computed as single track 1070.43
- Same in California..... 1070.43

15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	1316.78
Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 56 pounds)	113.60
Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 60 pounds)	144.84
16. Number of spans of bridges of twenty-five feet and upwards in California	77
17. Number of iron bridges (aggregate length, 1533.7 feet) in California ...	15
18. Number of wooden bridges (aggregate length, 3830.8 feet) in California ..	18

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Soledad Cañon....	Truss bridge....	Iron	120 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	120 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Canon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Canon....	Truss bridge....	Iron	100 feet	Bet. Aug. and Dec.
Soledad Canon....	Truss bridge....	Iron	90 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	90 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	80 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	80 feet	Bet. Aug. and Dec.
Soledad Cañon....	Truss bridge....	Iron	80 feet	Ret. Aug. and Dec.
Soledad Cañon....	Lattice girder....	Iron	173.7 feet	Bet. Aug. and Dec.
Soledad Cañon....	Straining beam....	Wood	320 feet	Bet. Aug. and Dec.
Soledad Cañon....	Straining beam....	Wood	320 feet	Bet. Aug. and Dec.
Soledad Cañon....	Straining beam....	Wood	320 feet	Bet. Aug. and Dec.

19. Number of crossings of highways at grade in California	395
20. Number of crossings of highways over railroad in California	2
21. Number of crossings of highways under railroad in California	3
23. Number of highway bridges less than eighteen feet above track in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	395
27. Number of railroad crossings at grade at Santa Clara and at Colton ..	2

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, description, and length of each.*

Name of Company.	Termini.		Length (Miles).
	From—	To—	
Monterey Railroad Company	Castroville	Monterey	15.12
Pajaro and Santa Cruz Railroad Company ..	Pajaro	Santa Cruz and Monte Vista ..	26.20

Dates of Lease.		Amount of Rental.
From—	To—	
January 1, 1880	Sixty days' notice	\$1,700 per month.
December 17, 1884	Thirty years from January 1, 1885 ..	\$2,650 per month.

31. Total length of above roads.....	41.32 miles*
32. Total length of above roads in California.....	41.32 miles*
33. Total miles of road operated by this company.....	*202.21 miles.
35. Total miles of road operated by this company in California.....	*202.21 miles.
36. Number of stations on all roads operated by this company.....	*71
37. Number of stations on all roads owned by this company.....	160
38. Same in California.....	160
39. Miles of telegraph on line of road operated by this company.....	*202.21 miles.
40. Miles of telegraph owned by this company.....	956.61 miles.
41. Number of telegraph offices in company stations.....	71
42. Number of telegraph stations operated by this company.....	*30
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	*30

*Northern Division.

ROLLING STOCK.

	No.	Average Weight— Tons of 2,000.	Market Value.*
1. Locomotives.....	80		
Average weight of engines in working order.....		48.2	
Maximum weight of engines in working order..... [62]			
2. Tenders.....	79		
Average weight of tenders full of fuel and water.....		29.5	
Maximum weight of tenders full of fuel and water..... [31.2]			
Average joint weight of engines and tenders.....		77.7	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [48 feet]			
4. Total length of heaviest engine and tender over all..... [61.6] ft.			
6. Passenger cars.....	104		
Average weight.....		18.2	
7. Mail and baggage cars.....	20	15.7	
8. Eight-wheel box freight cars.....	1,307	9.8	
10. Eight-wheel platform cars.....	354	8	
12. Other cars.....	370	2.2	

*In the absence of any demand for rolling stock, there is no basis upon what the market value can be determined.

14. Total number of freight cars, including coal, etc., on basis of eight wheels.....	1,661
15. Number of locomotives equipped with train brakes.....	64
Kind of brake, Westinghouse air.	
16. Number of cars equipped with train brakes.....	1,118
Kind of brake, Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer.....	108

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	308,003
2. Rate of speed of express passenger trains, including stops.....	34.3 miles.
3. Rate of speed of accommodation trains, including stops.....	26.9 miles.
4. Miles run by freight trains.....	129,487
5. Rate of speed of express freight trains, including stops.....	15 miles.
6. Rate of speed of accommodation freight trains, including stops.....	7 miles.
7. Miles run by other trains, and for what purpose:	
Mixed (freight and passenger).....	102,032
Gravel trains.....	2,450
Pay trains.....	4,289
8. Total train miles run.....	546,261
9. Total number of passengers carried.....	705,130½
Number of through passengers going east, or north.....	None.
Number of through passengers going west, or south.....	None.
Number of local passengers going east, or north.....	350,551½
Number of local passengers going west, or south.....	354,579
10. Total passenger mileage, or passengers carried one mile.....	25,354,475

11. Passenger mileage to and from other roads.....	536,385
Average number of miles traveled by each local passenger	35.44
Average number of miles traveled by each through passenger.....	None.
Average number of miles traveled by each passenger, through and local	35.44
12. Number of tons freight carried (not including gravel).....	331,027
Number tons of each class of freight produced in this State, carried:	
Leather, hides, and pelts	1,245
Straw paper and boards	1,201
Pottery	177
California wines and brandies.....	496
Quicksilver.....	714
Milk	3,640
Wool.....	855
Brick, lime, cement, and stone	18,514
Coal, coke, and charcoal.....	24,850
Wood	13,744
Lumber and other forest products	46,897
Live stock.....	30,814
Fruit.....	4,366
Hay and straw.....	22,196
Grain.....	89,646
Town product.....	10,229
Flour and mill stuff.....	19,677
Merchandise.....	41,769
13. Total freight mileage, or tons carried one mile.....	20,514,955
15. Highest rate of fare per mile for any distance (excluding one mile)....	10 cents max.
16. Lowest rate of fare per mile for any distance (single fare).....	2.17 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.67 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	No ferry.
18. Average rate of fare per mile received from passengers to and from other roads.....	2.86 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	0.67 cents.
20. Average rate of fare per mile for all passengers	2.46 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	3.80 cents.
26. Average number of cars in passenger trains (including baggage cars).....	4.83
27. Average number of cars in freight trains—basis of eight-wheel.....	19.46
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	309,270
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	492,598
30. Number of persons regularly employed by company, including officers.....	766
Average monthly pay of employes, other than officers.....	\$63 15
Average pay of engine drivers.....	\$3 to \$4 per day.
Average pay of passenger conductors	\$85 to \$100 and \$110 per month.
Average pay of freight conductors.....	\$85 and \$100 per month.
Average pay of baggage masters.....	\$75 per month.
Average pay of brakemen, yardmen, flagmen, and switchmen	\$65 to \$100 per month.
Average pay of section men	\$1 75 per day and \$65 per month.
Average pay of mechanics in shops	20 cts. to 45 cts. per hour.
Average pay of laborers	\$1 75 to \$2 per day.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	99,540
2. Passengers to San Francisco (including season)	248,060
3. Passengers from San Francisco (including season).....	251,155
4. Season ticket passengers to and from San Francisco (one round trip daily)	99,540

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control— In California.		From their own misconduct or carelessness— In California.		Total— In California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		1				1
Employés		4	1	6	1	10
Others			7	9	7	9
Totals		5	8	15	8	20

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

January 1, 1884—Man lying asleep between rails on a curve, run over and killed.
 January 28, 1884—Man sprained wrist by being thrown from seat in coach by slight collision.
 February 20, 1884—Employé killed, running on track towards engine.
 February 22, 1884—Employé bruised, coupling pin broke.
 February 20, 1884—Boy stealing ride in city limits, leg cut.
 May 16, 1884—Boy stealing ride in city limits, leg crushed.
 July 3, 1884—Boy stealing ride in city limits, leg crushed.
 July 3, 1884—Boy stealing ride in city limits, head and body bruised.
 July 4, 1884—Three employés slightly injured by collision.
 July 21, 1884—Boy stealing ride, fell, foot crushed.
 July 24, 1884—Boy stealing ride, fell, lost four toes.
 August 2, 1884—Employé squeezed while coupling.
 August 5, 1884—Boy stealing ride in city limits fell and was killed.
 August 10, 1884—Man, under the influence of liquor, attempted to board moving train, thrown and bruised.
 August 22, 1884—Two tramps stealing ride, fell and were killed.
 August 26, 1884—Employé fell from car, wrist sprained.
 August 29, 1884—Employé, finger crushed while coupling.
 September 12, 1884—Man got thumb mashed while coupling.
 September 15, 1884—Man driving wagon attempted to cross track in front of train, struck and fatally injured.
 September 23, 1884—Employé lost finger while coupling.
 October 21, 1884—Man stealing ride on brakebeam, fell and killed.
 November 17, 1884—Employé had finger mashed while coupling.
 November 29, 1884—Employé looking under train, knocked off and bruised.
 November 29, 1884—Man stealing ride on front of engine, fell off and was killed.
 December 10, 1884—Boy stealing ride, fell and was killed.

12. TABLE A. FUNDED DEBT.
To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued Dec. 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding Dec. 31, 1884.
					Rate.	Payable.			During Year.	Overdue.	
First mortgage	A	April 1, 1875.	April 1, 1905.	Gold	6	Oct. 1 and April 1.	\$15,000,000	\$15,000,000	\$840,780		\$14,013,000
First mortgage	B	Oct. 1, 1875.	Oct. 1, 1905.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	298,800		4,980,000
First mortgage	C	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	280,020	\$25,710	4,937,000
First mortgage	D	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	285,540		4,759,000
First mortgage	E	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.	5,000,000	5,000,000	264,000		4,136,000
First mortgage	F	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.	5,000,000	582,000	33,240		377,000
Character of.											
								Series	Bonds Redeemed During Year Ending December 31, 1884.		
									Amount.	Cost.	Discount, or Premium.
First mortgage	A										-----
First mortgage	B										-----
First mortgage	C										-----
First mortgage	D										-----
First mortgage	E										-----
First mortgage	F										-----
									\$513,000	\$503,800	\$9,200
									205,000	196,750	8,250

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.																
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Single.				Length of Roadway—Single and Double Track.				Reduced to Single Track.							
	To—		From—		Iron.		Steel.		Iron.		Steel.		Iron.		Steel.	
	Main Line and Branches.															
Northern Division.....	51.19	109.70	51.19	109.70	160.89	51.19	109.70	31.12	0.37	82.31	(b)	(c)	192.39			
Goshen Division.....	41.33	40.00	41.33	40.00	40.00	41.33	40.00	0.17	1.61	0.17	18.63	110.07	41.78			
Tulare Division.....	41.33	100.33	41.33	100.33	141.66	41.33	100.33	16.29	4.42	57.62	57.62	104.75	162.37			
Colorado Division.....	41.33	242.51	41.33	242.51	242.51	41.33	242.51	18.63	4.42	18.63	242.51	261.14	261.14			
Los Angeles Division.....	15.41	83.71	15.41	83.71	99.12	15.41	83.71	11.60	3.35	27.01	87.06	114.07	114.07			
Yuma Division.....	57.38	190.40	57.38	190.40	247.78	57.38	190.40	13.83	5.13	71.21	196.53	296.74	296.74			
Wilmington Division.....	19.43	5.22	19.43	5.22	24.65	19.43	5.22	6.44	0.86	25.87	6.08	31.95	31.95			
Total on whole road December 31, 1884.....	184.74	771.87	184.74	771.87	956.61	184.74	771.87	98.08	15.74	282.82	787.61	1,070.43	1,070.43			
Total constructed during year.....	.....	.....	.....	.....	.....	.....	.....	5.69	.....	5.69	.....	5.69	5.69
Total within the State constructed during year.....	.....	.....	.....	.....	.....	.....	.....	5.69	.....	5.69	.....	5.69	5.69
The length of rail is double the length of single track, columns (b) and (c) above.																
December 31, 1884—Within the State.																
December 31, 1884—Total.																
Length of iron rail.....																
Length of steel rail.....																
Total length of iron rail laid during the year.....																
Total length of steel rail laid during the year.....																
Total length of iron rail replaced by steel rail during the year.....																

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific.....	12,800	942

NOTE.—On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands not worth the costs of survey, it is impossible to state the quantity that will inure to the Southern Pacific Railroad Company, or the estimated value thereof.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Assessed Value.
State of California	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements.....	\$134,190 00
City of Los Angeles.....	Fifteen acres in City of Los Angeles	18,240 00

NOTE.—Right of way included in contract for construction of road.

BONDS WHEREOF PRINCIPAL IS PAYABLE BY COMPANY—INTEREST BY STATE OR OTHER PARTIES.

(None.)

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.
Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands to let December 31, 1883.....	639,987.45	\$4.396 +	\$2,816,035 83	\$480,631 18	\$3,296,667 01
Timber and stumpage		-----	2,708 45	-----	2,708 45
Total to December 31, 1884.....	993,909.13	\$3.802 +	\$3,781,967 20	\$612,526 04	\$4,394,493 24
During the year ending December 31, 1884.....	353,921.68	\$2.7345 +	\$963,222 92	\$131,894 86	\$1,095,117 75

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1884.....	\$1,862,487 11	\$27,402 13	\$1,889,889 24	\$1,957,227 80	\$585,123 91	\$2,542,351 71
To December 31, 1883.....	1,287,950 99	19,710 36	1,307,661 35	1,559,843 22	460,920 82	2,020,764 04
During the year ending December 31, 1884.....	\$574,536 12	\$7,691 77	\$582,227 89	\$397,384 58	\$124,203 09	\$521,587 67

TABLE F—Continued.
Application of Amount placed in hands of Trustees for Redemption of Bonds. (To be stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1884.....	2,683	\$2,337,000 00	\$2,293,599 46	\$2,542,351 71	\$248,752 25	\$43,400 54
During year.....	405	405,000 00	395,000 00	521,587 67	126,587 67	10,000 00
Totals.....	2,683	\$2,337,000 00	\$2,293,599 46	\$2,542,351 71	\$248,752 25	\$43,400 54
Total net receipts as above stated.....				\$2,542,351 71		

Patents received to December 31, 1884—number of acres.....

Number of purchasers to December 31, 1884.....

Average number of acres sold to each.....

1,193,068.99

4160

250.7598

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this thirteenth day of August, 1885.

CHARLES J. TORBERT, Notary Public.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Chas. F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets..... San Francisco.

The Stockton and Copperopolis Railroad Company was incorporated November 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad.....	October 11, 1865.
Stockton and Visalia Railroad.....	December 16, 1869.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$7,000,000 00
2. Capital stock authorized by votes of company.....	7,000,000 00
3. Capital stock issued [number of shares, 2,345]; amount paid in.....	234,500 00
4. Capital stock paid in on shares not issued....[number of shares, none.]	
5. Total amount paid in, as per books of the company.....	234,500 00
6. Par value of shares issued.....	100 00
9. Total number of stockholders.....	15
10. Total number of stockholders in California.....	13
11. Amount of stock held in California.....	200,520 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$500,000 00
Interest paid on same during year.....	\$25,000 00
13. Total amount of funded debt.....	\$500,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$118,096 70
16. Total gross debt liabilities.....	\$618,096 70
18. Total net debt liabilities.....	\$618,096 70

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>	
1. Grading and masonry	\$737,105 61
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
10. ----- Branch, [original cost, \$.....;] purchased for	
----- Branch, [original cost, \$.....;] purchased for	
11. Total cost of construction, including rolling stock	
<i>Equipment.</i>	
12. Locomotives	3
16. Passenger cars	4
Baggage cars	1
17. Freight cars	45
Total for equipment included in above.	

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. <i>Lands.</i> .	
(None.)	
20. <i>Stock of other roads.</i>	
(None.)	
21. <i>Bonds of other roads.</i>	
(None.)	
22. <i>Other securities.</i>	
(None.)	
23. <i>Steamboat property.</i>	
(None.)	
24. <i>Investments in transportation lines.</i>	
(None.)	
25. <i>Other property purchased.</i>	
(None.)	
26. Total for property purchased, etc.	\$737,105 61
31. Total property and assets of the company	737,105 61

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

9. Locomotives (air brakes)	\$1,976 00
13. Passenger car, bought of C. P. R. R.	1,250 00
20. Net addition to property account for the year	\$3,226 00

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

13. Derived from rents for use of road and equipment when leased	\$57,433 32
Less general expenses	723 50
	<hr/>
	\$56,709 82

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....		\$56,709 82
2. Percentage of same to capital stock and net debt.....	8.45	
3. Percentage of same to total property and assets.....	7.99	
4. Interest accrued during the year:		
On funded debt.....	\$25,000 00	
On other debt.....	6,459 24	
Total.....		31,459 24
6. Date of last dividend declared.....		None.
7. Balance for the year, or surplus.....		\$25,250 58
8. Deficit at commencement of the year.....	\$140,741 67	
9. Deficit at commencement of the year, as changed by aforesaid entries.....		140,741 67
10. Total deficit December 31, 1884.....		115,491 09

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....	\$737,105 61
Profit and loss (loss, if any).....	115,491 09
Total.....	\$852,596 70

Credits.

Capital stock.....	\$234,500 00
Funded debt.....	500,000 00
Other debts.....	118,096 70
Total.....	\$852,596 70

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Rental.....		\$57,433 32
General expenses.....	\$723 50	
Interest.....	31,459 24	
Profit.....	25,250 58	
Totals.....	\$57,433 32	\$57,433 32

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	February, 1871.
From Stockton to Milton and Oakdale.....	32.6596 miles.
3. Length of line with track laid, if road is not completed.....	1
5. Branches owned by the company.....	11.9928 miles.
Peters to Milton (single track).....	11.9928 miles.
6. Total length of branches owned by the company.....	11.9928 miles.
7. Total length of branches owned by the company in California.....	44.6524 miles.
10. Total length of road belonging to this company.....	4.0994 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	4.0994 miles.
12. Same in California.....	48.758 miles.
13. Aggregate length of track belonging to this company computed as single track.....	48.758 miles.
14. Same in California.....	All iron.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail.....	4
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	54
18. Number of wooden bridges (aggregate length 4,271 feet), in California.....	39
19. Number of crossings of highways at grade, California.....	

21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	41
27. Number of railroad crossings at grade.....	1
Central Pacific Railroad at Stockton.	

ROLLING STOCK.

	Number.	Average Weight.	Market Value. (Estimated.)
1. Locomotives.....	3	48,233	\$24,000 00
Average weight of engines in working order.....			
Maximum weight of engines in working order... [60,000]			
2. Tenders.....	3	25,000	
Average weight of tenders full of fuel and water.....			73,233
Maximum weight of tenders full of fuel and water [30,000]			
Average joint weight of engines and tenders.....			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.6 feet]			
4. Total length of heaviest engine and tender over all [49.8 feet]			
6. Passenger cars.....	4	31,800	15,250 00
Average weight.....			
Maximum weight..... [31,800]			
7. Mail and baggage cars.....	1	32,000	2,000 00
8. Eight-wheel box freight cars.....	4	18,000	3,200 00
10. Eight-wheel platform cars.....	41	13,500	28,700 00
Westinghouse air brakes.....			1,956 00
13. Total market value.....			\$75,103 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	45
---	----

MILEAGE, TRAFFIC, ETC.

Included in lessees' report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	Jan. 1, 1875..	Jan. 1, 1905..	Gold.....	Gold.....	5	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1884.		Accrued Interest During Year.		Amount of Bonds Outstanding December 31, 1884.	
\$500,000 00	\$500,000 00		\$25,000 00		\$500,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Main Line and Branches.			Length of Track December 31, 1884.					
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.		
				Iron.	Iron and Steel.	Track.	Sidings.	Track and Sidings.
To—			Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron and Steel.
Main line within State.	Stockton.	Oakdale	32.6596	32.6596	32.6596	32.6596	3.5987	36.2533
Main line within State.	Peters	Milton	11.9928	11.9928	11.9928	11.9928	.5057	12.4985
Total on whole road, December 31, 1884			44.6524	44.6524	44.6524	44.6524	4.0994	48.7518
Total constructed during year.							0.1748	0.1748
Total within the State constructed during year.							0.1748	0.1748
The length of rail is double the length of single track, column (b) above.			December 31, 1884—Within State.			Total.		
			Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail.			97.5036	39.2857		90.5036	39.2857	3,890.4972
Total length of iron rail laid during the year in construction of sidings			0.3496	39.2857	13.7343	0.3496	39.2857	13.7343
Total length of steel rail laid during the year.								
Total length of iron rail replaced by steel rail during the year								None.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

(No information has been furnished whereby any grants made to the company could be entered on the books, the contract for building the road having stipulated that all grants should belong to the contractors, as one of the considerations of construction.)

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

(Lands granted by United States, as per Act of Congress, March 4, 1867, where restored to public domain by a further Act, approved June 15, 1874.)

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Leland Stanford, President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

TERMINAL RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
C. P. Huntington, Vice-President	New York.
Timothy Hopkins, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
Charles Crocker	New York.
Charles F. Crocker	San Francisco.
E. H. Miller, Jr.	San Francisco.
N. E. Brown	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets..... San Francisco.

The Terminal Railway Company was incorporated January 30, 1867.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$4,000,000 00
2. Capital stock authorized by votes of company	4,000,000 00
3. Capital stock issued [number of shares, 275], amount paid in	27,500 00
4. Capital stock paid in on shares not issued [number of shares, none]	
5. Total amount paid in, as per books of the company	27,500 00
6. Par value of shares issued	100 00
7. Total number of stockholders	9
8. Number of stockholders in California	7
9. Amount of stock held in California	14,100 00

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property ... }	3,769 17
All other debts, current credit balances, etc. }	
Total gross debt liabilities	\$3,769 17

18. Total net liabilities \$3,769 17

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction \$31,269 17

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Engineering, agencies, salaries, and other expenses during construction. \$26 00

No portion of the railroad of this company is completed, therefore the answers to the questions following herein is—nothing.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

	<i>Debits.</i>	
Cost of road.....		\$31,269 17
Total.....		\$31,269 17
	<i>Credits.</i>	
Capital stock.....		\$27,500 00
Other debts.....		3,769 17
Total.....		\$31,269 17

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Terminal Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eleventh day of August, 1885.

CHAS. J. TORBERT, Notary Public.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President.....	Vacaville.
Timothy Hopkins, Vice-President.....	San Francisco.
Chas. F. Crocker, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Leland Stanford.....	San Francisco.
Charles Crocker.....	New York.
A. M. Stevenson, General Superintendent.....	Vacaville.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets..... San Francisco.

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1877.
Purchased Vaca Valley Railroad, not an incorporation.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by votes of company	500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]	250,000 00
5. Total amount paid in, as per books of the company	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	5

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property ... }	\$127,423 68
All other debts, current credit balances, etc. }	
16. Total gross debt liabilities	\$127,423 68
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash	7,824 05
18. Total net debt liabilities	\$119,599 63

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$183,143 55
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		

Equipment.

	Number...	To December 31, 1884.
		Cost.
12. Locomotives	2	\$15,000 00
16. Passenger cars	2	8,000 00
17. Freight cars	15	10,000 00
18. Total for equipment		\$33,000 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Town lots in Madison and Winters (value about) \$2,055 00

20. *Stock of other roads.*

(None.)

21. *Bonds of other roads.*

(None.)

22. *Other securities.*

(None.)

23. *Steamboat property.*

(None.)

24. *Investments in transportation lines.*

Purchase of Vaca Valley Railroad	\$250,000 00
26. Total for property purchased	\$250,000 00
27. Whole amount of permanent investments	218,198 55
30. Cash and cash assets	7,824 05
31. Total property and assets of the company	\$476,022 60

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$8,179 25
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops		
18. Total		\$8,179 25
19. Property sold and credited to property account during the year:		
Lots in Madison	\$130 00	
Lots in Winters	2,050 00	
		2,180 00
20. Net addition to property account for the year		\$5,999 25

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$11,402 00
5. Derived from express	1,546 77
6. Derived from mails	1,285 49
7. Total earnings from passenger department	\$14,234 26
8. Derived from local freight on roads operated by this company	64,691 20
14. Total transportation earnings	\$78,925 46
15. Earnings per mile of road operated	\$2,721 57
19. Total income derived from all sources	\$78,925 46

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$7,476 12
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV, including legal expense of \$526 10	3,072 60
3. Insurance premiums and losses by fire, and damages for fires set by engines	91 00
5. Total	\$10,639 72
6. Proportion belonging to passenger department	18.3 per cent. \$1,918 34
7. Proportion belonging to freight department	81.97 per cent. 8,721 38

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails and new ties)	}	\$24,344 26
2. Iron rails laid, deducting old rails taken up		
3. Steel rails laid, deducting old rails taken up		
5. Repairs of bridges		2,826 59
7. Repairs of and additions to machine shops and machinery	}	4,054 88
8. Repairs of fences, road crossings, and signs (Berryessa road) \$154 90. }		
9. Gravel expense		8,179 25
10. Repairs of locomotives		1,141 70
14. Fuel for engines and cars:		
Number of cords of wood —; cost		5,114 44
15. Water and water stations		872 11
16. Stationery and printing		287 55
17. Oil and waste		886 19
16. Total		\$47,706 97

20. Proportion of same to passenger department	18.3 per cent.	\$8,601 57
22. Proportion of same to freight department	81.92 per cent.	39,105 40

Class III—Passenger Traffic Expenses.

1. Repairs of passenger, mail, and baggage cars	\$17 31
3. Damages and gratuities	64 92
8. Total	<u>\$82 23</u>

Class IV—Freight Traffic Expenses.

1. Repairs of freight cars	\$30 99
4. Salaries, wages, and incidentals of trains	4,901 22
5. Salaries, wages, and incidentals of stations	4,610 95
7. Amount paid other roads for balance of mileage of freight cars	2,689 80
8. Total	<u>\$12,232 96</u>

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$70,661 88
--	-------------

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$8,263 58
2. Percentage of same to capital stock and net debt	2.24
3. Percentage of same to total property and assets	17.0%
4. Interest accrued during the year:	
On other debt	12,002 68
6. Date of last dividend declared	None.
7. Balance for the year—deficit	3,739 10
8. Surplus at commencement of the year	\$62,121 32
9. Surplus at commencement of the year, as changed by aforesaid entries	62,121 32
10. Total surplus December 31, 1884	<u>58,382 22</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$14,234 26
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	1,918 34
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	8,601 57
5. Expenses, "Passenger Traffic," as per Class III, No. 8	82 23
6. Total expenses	10,602 14
8. Net earnings	<u>3,632 12</u>

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$64,691 20
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	8,721 38
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	39,105 40
5. Expenses, "Freight Traffic," as per Class IV, No. 8	12,232 96
6. Total expenses	60,059 74
8. Net earnings	<u>4,631 46</u>

*GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.**Debits.*

Cost of road	\$433,143 55
Cost of equipment	33,000 00
Cash, cash assets, and other items:	
Stockholders	250,000 00
Current accounts	7,824 05
Total	<u>\$723,967 60</u>

Credits.

Capital stock	\$500,000 00
Other debts:	
Subsidies	21,808 50
Town of Madison	12,242 35
Town of Winters	4,110 85
Current accounts	127,423 68
Profit and loss (profit, if any)	58,382 22
Total	\$723,967 60

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Balance December 31, 1883		\$62,121 32
Earnings		78,925 46
Operating expense	\$62,213 16	
General expense	972 60	
Interest	12,002 68	
Taxes	7,476 12	
Balance to 1885	58,382 22	
	\$141,046 78	\$141,046 78

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	Jan. 25, 1869.
From Elmira to Winters	Aug. 26, 1875.
From Elmira to Madison	May 1, 1877.
2. Length of main line of road from Elmira to Madison	29 miles.
11. Aggregate length of siding and other tracks not enumerated above	2 miles.
12. Same in California	2 miles.
13. Aggregate length of track belonging to this company computed as single track	31 miles.
14. Same in California	31 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 16 feet), in California	18
19. Number of crossings of highways at grade, in California	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	30
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

ROLLING STOCK.

	Number.	Average Weight. (Tons).	Market Value.
1. Locomotives—one used up and valueless	2	20 and 28	\$4,500 00
2. Tenders	2		
6. Passenger cars	1		2,500 00
7. Baggage cars	1		1,000 00
8. Eight-wheel box freight cars	5		2,000 00
10. Eight-wheel platform cars	10		3,000 00
12. Other cars	8		500 00
13. Total market value			\$13,500 00

15. Number of locomotives equipped with train brakes:
Kind of brake: Hand.
16. Number of cars equipped with train brakes:
Kind of brake: Hand.
17. Number of passenger cars with Miller platform and buffer..... None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	120 miles daily.
2. Rate of speed of express passenger trains, including stops	15 miles.
3. Rate of speed of accommodation trains, including stops	15 miles.
4. Miles run by freight trains	120 miles daily.
5. Rate of speed of express freight trains, including stops	15 miles.
6. Rate of speed of accommodation freight trains, including stops	15 miles.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company, about	7 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets. .	6 cents.
18. Average rate of fare per mile from passengers to and from other roads ..	6 cents.
20. Average rate of fare per mile for all passengers	6 cents.
21. Highest rate of freight per ton per mile for any distance	20 cents.
22. Lowest rate of freight per ton per mile for any distance	4½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	7 cents.
24. Average rate of freight per ton per mile to and from other roads	7 cents.
25. Average rate of freight per ton per mile for all	7 cents.
30. Number of persons regularly employed by company, including officers, about	30
Average monthly pay of employes, other than officers	\$65 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	65 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	50 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1884.				
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State.	Elmira.	Madison.	29	29	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash and notes by individuals in 1878	\$23,157 50	\$21,808 50

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. M. Stevenson, President of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

W. V. HUNTINGTON.

Subscribed and sworn to by W. V. Huntington, before me, this eleventh day of August, 1885.

CHARLES J. TORBERT, Notary Public.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President	Visalia.
E. Jacob, Vice-President	Visalia.
Solomon Sweet, Secretary	Visalia.
John Cutter, Treasurer	Visalia.
C. Burrell	Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County.....California.

The Visalia Railroad Company was incorporated May 31, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$100,000 00
2. Capital stock authorized by votes of company	100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in	82,025 00
5. Total amount paid in, as per books of the company	\$82,025 00
8. Par value of shares issued	100 00
9. Total number of stockholders	69
10. Number of stockholders in California	69
11. Amount of stock held in California	All.

DEBT.

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$11,821 77
Materials and supplies on hand	6,994 29

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

	<i>Construction.</i>	
11. Total cost of construction		\$81,916 20
	<i>Equipment.</i>	
18. Total for equipment		26,700 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

	19. <i>Lands.</i>	
Depot and land on which situated, in Visalia, Tulare County, California..		\$3,000 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$6,390 43
3. Derived from other roads as tolls for use of passenger cars.....	591 25
5. Derived from express and extra baggage.....	608 02
6. Derived from mails.....	166 10
7. Total earnings from passenger department.....	<u>\$7,755 80</u>
8. Derived from local freights on roads operated by this company.....	\$12,431 59
12. Total earnings from freight department.....	<u>\$12,431 59</u>
14. Total transportation earnings.....	<u>\$20,187 39</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$443 72
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	8,509 69
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	158 15
4. Telegraph expenses.....	95 06
5. Total.....	<u>\$9,206 62</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$487 75
4. New ties.....	56 40
6. Repairs of buildings and fixtures (stations and turntables).....	344 83
10. Repairs of locomotives.....	654 96
14. Fuel for engines and cars: Number of cords of wood, 258½; cost, \$3 25.....	970 63
15. Water and water stations.....	521 43
17. Oil and waste.....	164 03
19. Total.....	<u>\$3,200 03</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	<u>\$102 05</u>
--	-----------------

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight.....	\$199 62
6. Paid corporations or individuals not operating road for use of freight cars.....	749 00
8. Total.....	<u>\$948 62</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....	\$81,916 20
Cost of equipment.....	26,700 00
Other investments.....	3,000 00
Supplies and materials on hand*.....	6,993 89
Sinking funds in hands of Trustees.....	11,821 77
Total.....	<u>\$130,431 86</u>

Credits.

Capital stock.....	\$82,025 00
Profit and loss (profit, if any).....	48,406 86
Total.....	<u>\$130,431 86</u>

* Error of forty cents in bringing forward from page two; don't feel at liberty to correct; balance would have to be changed.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use.....	September, 1874.
2. Length of main line of road from Visalia to Goshen.....	7½ miles.
Length of main line in California.....	7½ miles.
10. Total length of road belonging to this company.....	7½ miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1 mile.
12. Same in California.....	1 mile.
13. Aggregate length of track belonging to this company computed as single track.....	8½ miles.
19. Number of crossings of highways at grade, in California.....	5 miles.

ROLLING STOCK.

	No.	Average Weight. (Tons).	Market Value.
1. Locomotives.....	2	15	\$7,500 00
Average weight of engines in working order.....		15	
Maximum weight of engines in working order.....		15	
6. Passenger cars.....	1	6	4,500 00
7. Mail and baggage cars.....	1	3	1,500 00
13. Total market value.....			\$13,500 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	44
2. Rate of speed of express passenger trains, including stops.....	20 miles.
3. Rate of speed of accommodation trains, including stops.....	20 miles.
4. Miles run by freight trains.....	20 miles.
8. Total train miles run.....	44
15. Highest rate of fare per mile for any distance (excluding one mile)....	7 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	7 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	7 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	7 cents.
20. Average rate of fare per mile for all passengers.....	7 cents.
21. Highest rate of freight per ton per mile for any distance.....	68½ cents.
22. Lowest rate of freight per ton per mile for any distance.....	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	41 cents.
24. Average rate of freight per ton per mile to and from other roads.....	41 cents.
25. Average rate of freight per ton per mile for all.....	41 cents.
26. Average number of cars in passenger trains (including baggage cars)....	1
27. Average number of cars in freight trains—basis of eight-wheel.....	1

STATE OF CALIFORNIA, } ss.
County of Tulare. }

R. E. Hyde, President of the Visalia Railroad Company, and S. Sweet, Secretary, by H. Jerusalem, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

R. E. HYDE, President.
S. SWEET, Secretary,
By H. JERUSALEM.

Subscribed and sworn to before me, this eleventh day of December, 1885.

C. J. GIDDINGS, Notary Public.

NARROW GAUGE ROADS.



NARROW GAUGE ROADS.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John F. Kidder, President and General Manager	Grass Valley.
Peter Johnson, Vice-President	Grass Valley.
George Fletcher, Secretary and Auditor	Grass Valley.
Coleman & Glasson, Treasurers	Grass Valley.
Geo. D. McLean	Grass Valley.
W. S. Stoddard	Grass Valley.
F. G. Beatley	Nevada City.
A. H. Parker	Nevada City.

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley, Nevada County.....California.

The Nevada County Narrow Gauge Railroad Company was incorporated April 4, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$400,000 00
2. Capital stock authorized by votes of company	400,000 00
3. Capital stock issued [number of shares, 2,422]; amount paid in	242,000 00
4. Capital stock paid in on shares not issued [number of shares, 18]	650 00
5. Total amount paid in, as per books of the company	242,850 00
6. Par value of shares issued	100 00
9. Total number of stockholders	125
10. Number of stockholders in California	125
11. Amount of stock held in California	242,200 00

DEBT.

12. Funded debt, as follows:	
Bonds	260,000 00
Interest paid on same during year	\$20,800 00
13. Total amount of funded debt	\$260,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	3,500 00
15. Total amount of unfunded debt	3,500 00
16. Total gross debt liabilities	\$263,500 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$11,872 53
Cash on hand	\$1,132 69
Materials and supplies on hand	9,804 20
Citizens Bank stock, par value	935 64
18. Total net debt liabilities	\$251,627 47

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$240,693 34
2. Bridging	46,197 02
3. Superstructure, including rails	162,654 13
4. Land:	
Land damages	} 25,776 96
Fences	
5. Passenger and freight stations	12,066 75
6. Engine houses, car sheds, and turntables	6,425 16
7. Machine shops, including machinery and tools	7,827 43
9. Engineering	12,901 32
Agencies, salaries, and other expenses during construction	7,054 33
Section tool house and other buildings	} 4,266 93
11. Total cost of construction	\$527,146 93

Equipment.

	No.	Cost.
12. Locomotives	3	\$27,904 28
16. Passenger cars	2	7,612 32
Baggage cars (combination)	2	6,216 76
17. Freight cars	45	30,684 22
Other cars	4	1,445 54
18. Total for equipment		\$73,863 12

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

	Nominal Am't.	Price Paid.
9. ¹⁰ / ₁₀₀ shares of the capital stock of the Citizens Bank, Nevada City	\$935 64	\$935 64

26. Total for property purchased, etc.	\$935 64
27. Whole amount of permanent investments	601,010 05
29. Amount of supplies and materials on hand	9,804 20
30. Cash and cash assets	1,132 69
31. Total property and assets of the company	\$612,882 58

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

5. Passenger and freight stations	\$212 35
Woodsheds and water stations	196 75
7. Machine shops (tools)	56 90
14. Freight and other cars	4 2,022 50
20. Net addition to property account for the year	\$2,488 50

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$29,869 02
5. Derived from express and extra baggage	2,966 93
6. Derived from mails	1,599 20
7. Total earnings from passenger department	\$34,435 15
8. Derived from local freight on roads operated by this company	\$48,617 61
11. Derived from other sources belonging to freight department	1,808 90
12. Total earnings from freight department	\$50,426 51
14. Total transportation earnings	84,861 66

15. Earnings per mile of road operated	\$3,771 62
16. Earnings per train mile (total passenger and freight)	1 77
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Dividend on $9\frac{3}{8}\%$ shares Citizens Bank stock	18 72
19. Total income derived from all sources	<u>\$84,880 38</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,861 97
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General salaries	4,440 00
Legal services and expenses	339 25
Injuries to persons (employés)	19 75
Injuries to stock	20 00
Incidentals	250 00
Office furniture	45 93
Advertising	724 90
Stationery and printing	418 05
Rent	30 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	458 50
5. Total	<u>\$9,608 35</u>
6. Proportion belonging to passenger department	\$3,843 34
7. Proportion belonging to freight department	5,765 01

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$9,603 77
5. Repairs of bridges	4,679 38
6. Repairs of buildings and fixtures (stations and turntables)	790 92
7. Repairs of and additions to machine shops and machinery	54 11
8. Repairs of fences, road crossings, and signs	13 77
9. Repairs of tunnels	1,949 80
10. Repairs of locomotives	2,284 06
Number of cords of wood, 1,850; cost	6,475 00
15. Water and water stations	407 50
16. Fuel for stations and shops	425 00
17. Oil and waste	1,237 25
19. Total	<u>\$27,920 56</u>
20. Proportion of same to passenger department	\$11,168 22
21. Proportion of same to freight department	16,752 34

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$2,268 04
4. Salaries, wages, and incidentals of passenger trains	4,558 88
5. Salaries, wages, and incidentals of passenger stations	3,059 70
8. Total	<u>\$9,886 62</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$2,303 72
Repairs of dump and work cars	21 00
3. Damages and gratuities, freight	93 93
4. Salaries, wages, and incidentals of freight trains	6,838 31
5. Salaries, wages, and incidentals of freight stations	4,589 55
8. Total	<u>\$13,846 51</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	<u>\$61,262 04</u>
10. Per train mile (total passenger and freight)	\$1 28
11. Percentage of expenses to total transportation earnings	72.18
13. Total expenses	<u>\$61,262 04</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$23,618 34
2. Percentage of same to capital stock and net debt.....	4 78
3. Percentage of same to total property and assets.....	3 85
4. Interest accrued during the year:	
On funded debt.....	\$20,800 00
On other debt.....	77 00
	20,877 00
6. Date of last dividend declared.....	September, 1882.
7. Balance for the year, surplus.....	2,741 34
8. Surplus at commencement of the year.....	\$104,441 24
Add entries made in profit and loss account during the year, not included in the foregoing statement.....	104,441 24
10. Total surplus, December 31, 1884.....	107,182 58

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$34,435 15
2. Per passenger train mile.....	1 80
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	3,843 34
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	11,168 22
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	9,886 62
6. Total expenses.....	24,898 18
7. Per passenger train mile.....	1 30
8. Net earnings.....	9,536 97
9. Per passenger train mile.....	50

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$50,426 51
2. Per freight train mile.....	1 75
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	5,765 01
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	16,752 34
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	13,846 51
6. Total expenses.....	36,363 86
7. Per freight train mile.....	1 23
8. Net earnings.....	14,062 65
9. Per freight train mile.....	52

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road.....	\$527,146 93
Cost of equipment.....	73,863 12
Other investments.....	935 64
Supplies and materials on hand.....	9,804 20
Cash, cash assets, and other items.....	1,132 69
Total.....	\$612,882 58
<i>Credits.</i>	
Capital stock.....	\$242,200 00
Funded debt.....	260,000 00
Other debts.....	3,500 00
Profit and loss (profit).....	107,182 58
Total.....	\$612,882 58

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Gross earnings		\$84,861 66
Dividend, Citizens' Bank stock		18 72
Operating expenses	\$61,262 04	
Interest, funded debt	20,800 00	
Interest, floating debt	77 00	
Balance, profit	2,741 34	
Total	\$84,880 38	\$84,880 38
By balance		2,741 34

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Colfax to Nevada City	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City	22.44 miles.
Length of main line in California	22.44 miles.
11. Aggregate length of siding and other tracks not enumerated above	2.16 miles.
13. Aggregate length of track belonging to this company, computed as single track	24.10 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds)	2 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length 320 feet) in California	2
19. Number of crossings of highways at grade, in California	19
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	21
29. Number of railroad crossings under other railroads:	
Central Pacific, at Long Ravine, near Colfax	1
34. Total miles of road operated by this company	22.64
36. Number of stations on all roads operated by this company	9
39. Miles of telegraph on line of road operated by this company	22.64
41. Number of telegraph offices in company stations	3

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	3	36,000	\$9,000
Maximum weight of engines in working order [18 tons]			
2. Tenders	3		
Maximum weight of tenders full of fuel and water [10 tons]			
Average joint weight of engines and tenders		56,000	
6. Passenger cars	2		2,900
Maximum weight			
[11 tons]			
7. Mail and baggage cars (combination)	2		2,000
8. Eight-wheel box freight cars	20		4,800
10. Eight-wheel platform cars	25		4,400
12. Other cars	4		100
13. Total market value			\$23,200

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse air brakes.	
16. Number of cars equipped with train brakes	4
Kind of brake: Westinghouse air brakes.	
17. Number of passenger cars with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	8,087
2. Rate of speed of express passenger trains, including stops	11½
3. Rate of speed of accommodation trains, including stops	11½
4. Miles run by freight trains.....	7,896
5. Rate of speed of express freight trains, including stops.....	10
6. Rate of speed of accommodation freight trains, including stops.....	10
7. Miles run by other trains, and for what purpose: Mixed passenger and freight	31,798
8. Total train miles run	47,781
9. Total number of passengers carried.....	39,136
10. Total passenger mileage, or passengers carried one mile	377,557
11. Passenger mileage to and from other roads: Average number of miles traveled by each local passenger	6.20
Average number of miles traveled by each through passenger.....	19.90
Average number of miles traveled by each passenger, through and local.....	9.75
12. Number of tons of freight carried (not including gravel).....	21,558
13. Total freight mileage, or tons carried one mile	344,816
15. Highest rate of fare per mile for any distance (excluding one mile) ...	10 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6.75 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	10 cents.
20. Average rate of fare per mile for all passengers	8.50 cents.
21. Highest rate of freight per ton per mile for any distance.....	20 cents.
Under seven miles	25 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3½ cents.
Under five miles.....	7½ cents.
25. Average rate of freight per ton per mile for all.....	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars).....	2.13
27. Average number of cars in freight trains—basis of eight-wheel.....	5
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	61½ tons.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	60½ tons.
30. Number of persons regularly employed by company, including officers.....	47
Average monthly pay of employes, other than officers.....	\$64 25
Average monthly pay of engine drivers	111 25
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	52 00
Average monthly pay of mechanics in shops	91 00
Average monthly pay of laborers.....	52 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage on road and equipment.....	1st	Jan. 1, 1876	Jan. 1, 1896	Gold	Gold	8	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1884.		
		To December 31, 1884.	During Year.	Overdue.			
\$325,000 00	\$260,000 00	\$174,917 78	\$20,800 00	-----	\$260,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1884.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Sidings—Iron.
Main line without State.....	Colfax ..	Nevada City..	20.64	2.00	2.25
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1884.		
			Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron and Steel.
Main line within State.....	Colfax ..	Nevada City..	(b) 22.89	(c) 2.00	24.89
			December 31, 1884—Within State.		
The length of rail is double the length of single track, columns (b) and (c) above.			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....			45.48	27.1120	1,366
Length of steel rail.....			4.00	-----	-----

STATE OF CALIFORNIA, } ss.
County of Nevada. }

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-one sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me this twenty-fifth day of September, 1885.

WM. K. SPENCER,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

James D. Walker, President	San Rafael.
F. D. Harrison, Vice-President	San Rafael.
W. F. Russell, General Freight Agent	San Francisco.
F. B. Latham, General Passenger and Ticket Agent	San Francisco.
W. Steel	San Francisco.
W. Young	San Francisco.
M. M. Thompkins	San Rafael.
D. Nye (deceased)	San Rafael.
Thomas Menzies	San Rafael.

BUSINESS ADDRESS OF THE COMPANY.

408 California Street.....San Francisco.

The North Pacific Coast Railroad Company was incorporated December 16, 1871, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Companies.	Date of Incorporation.
North Pacific Coast Railroad Extension Company	December 5, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,500,000 00
2. Capital stock authorized by votes of company	3,000,000 00
3. Capital stock issued [number of shares, 25,000]; amount paid in	2,500,000 00
4. Capital stock paid in on shares not issued [number of shares, none] ..	None.
5. Total amount paid in, as per books of the company	2,500,000 00
6. Amount of capital stock issued, but not full paid	None.
7. Amount per share still due thereon	None.
8. Par value of shares issued	2,500,000 00
9. Total number of stockholders	11
10. Number of stockholders in California	10
11. Amount of stock held in California	2,300,000 00

DEBT.

12. Funded debt as follows:	
Bonds	\$1,250,000 00
Interest paid on same during year	\$40,497 21
13. Total amount of funded debt	<u>\$1,250,000 00</u>
15. Total amount of unfunded debt	<u>\$118,382 09</u>
16. Total gross debt liabilities	<u>\$1,368,382 09</u>
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$1,330 35
Materials and supplies on hand	1,179 31
Other securities and debt balances	8,267 54
	<u>\$10,777 20</u>
18. Total debt liabilities	<u>\$1,357,604 89</u>
19. Amount of bonds or stocks of other companies guaranteed, principal or interest, or on which interest is paid by this company:	
North Pacific Coast Railroad Extension Company	\$150,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(Not kept separately.)

Equipment.

(Not kept separately.)

18. Total for equipment and construction \$3,028,485 88

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

(None.)

24. *Investments in transportation lines.*

Saucelito ferry franchise on account, amount not yet determined..... \$40,200 46

25. *Other property purchased.*

(None.)

26. Total for property purchased, etc.....	\$40,200 46
27. Whole amount of permanent investments	3,028,485 88
28. Property in California	All:
29. Amount of supplies and materials on hand.....	1,179 31
30. Cash and cash assets	9,597 89
31. Total property and assets of the company	\$3,079,463 54

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

(Not kept separately.)

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$159,090 05
2. Derived from passengers from and to other roads, over roads operated by this company	2,917 10
5. Derived from express.....	14,288 50
6. Derived from mails	4,794 12
7. Total earnings from passenger department	\$181,089 77
8. Derived from local freight on roads operated by this company.....	143,565 93
12. Total earnings from freight department.....	143,565 93
14. Total transportation earnings	\$324,655 70
15. Earnings per mile of road operated (88½ miles).....	\$3,658 09
16. Earnings per train mile (total passenger and freight).....	1 21
17. Income derived from rent of property, other than road and equipment:	
Rents	\$4,588 00
Charters	369 75
Sundries	2,454 00
	7,412 35
19. Total income derived from all sources	\$332,068 05

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$11,000 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General offices.....	\$13,829 90
Superintendents	5,875 00
Legal services.....	1,337 50
Stationery and printing	2,113 19
Advertising	3,479 83
Rents	5,705 00
Incidentals.....	2,054 16
	34,394 58
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	2,600 00
5. Total	\$47,994 58

6. Proportion belonging to passenger department*	\$27,037 20
7. Proportion belonging to freight department*	20,957 38

* Equal proportions, except insurance and advertising.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$43,922 46
5. Repairs of bridges	6,498 48
6. Repairs of buildings and fixtures (stations and turntables).....	3,140 30
7. Repairs of and additions to machine shops and machinery	1,542 87
8. Repairs of fences, road crossings, and signs	295 19
10. Repairs of locomotives.....	10,590 25
12. Repairs of wharves	2,168 01
14. Fuel for engines and cars:	
Number of cords of wood, 4,654½; cost.....	16,274 74
Number of tons of coal, 4,676½; cost	33,646 60
15. Water and water stations	1,398 05
16. Fuel for stations and shops	1,145 35
17. Oil and waste.....	2,506 65
19. Total	<u>\$123,128 95</u>
20. Proportion of same to passenger department*	\$72,136 11
21. Proportion of same to freight department*	50,992 84

* Equal proportions, except fuel.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$8,088 27
3. Damages and gratuities, passengers.....	1,370 50
4. Salaries, wages, and incidentals of passenger trains	\$12,944 72
Salaries, wages, and incidentals of ferries.....	27,771 77
5. Salaries, wages, and incidentals of passenger stations	40,716 49
	11,122 13
Total.....	<u>\$61,297 39</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$5,418 84
3. Damages and gratuities, freight.....	1,139 73
4. Salaries, wages, and incidentals of freight trains	\$11,184 28
Salaries, wages, and incidentals of ferries.....	14,777 38
5. Salaries, wages, and incidentals of freight stations.....	25,961 66
	11,122 13
8. Total	<u>\$43,642 36</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$276,063 28
10. Per train mile (total passenger and freight).....	\$1 03
11. Percentage of expenses to total transportation earnings.....	85 per cent.
13. Total expenses	<u>\$276,063 28</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$56,004 77
2. Percentage of same to capital stock and net debt	1.45
3. Percentage of same to total property and assets	1.82
4. Interest accrued during the year	75,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$181,089 77
2. Per passenger train mile	1 10
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	27,037 20
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	72,136 11
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	61,297 39
6. Total expenses.....	160,470 70
7. Per passenger train mile.....	98
8. Net earnings.....	20,619 07
9. Per passenger train mile.....	12

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$143,565 93
2. Per freight train mile.....	1 40
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	20,957 38
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	50,992 84
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	43,642 36
6. Total expenses.....	115,592 58
7. Per freight train mile.....	1 13
8. Net earnings.....	27,973 35
9. Per freight train mile.....	27

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....		
Cost of equipment.....	\$3,028,485 88	
Other investments (Saucelito ferry royalty).....	40,200 46	
		\$3,068,686 34
Supplies and materials on hand.....		1,179 31
Cash, cash assets, and other items:		
Agents.....	\$4,725 90	
Cash.....	1,330 35	
Sundry persons.....	3,541 64	
		9,597 89
Profit and loss (loss, if any).....		788,918 55
Total.....		\$3,868,382 09

Credits.

Capital stock.....	\$2,500,000 00
Funded debt.....	1,250,000 00
Other debts.....	118,382 09
Total.....	\$3,868,382 09

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Earnings.....		\$332,068 05
Operating expenses.....	\$276,063 28	
Interest.....	71,697 21	
Sundries.....	14,649 50	
To balance.....		30,341 94
	\$362,409 99	\$362,409 99
Balance down.....	30,341 94	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Saucelito to Tomales.....	Jan. 11, 1875.
From Tomales to Howards.....	October 16, 1876.
From Howards to Tyrone.....	April 2, 1877.
From Tyrone to Duncans.....	May 15, 1877.
2. Length of main line of road from San Francisco to Duncans.....	79½ miles.
Length of main line in California.....	All.
Length of main line in other States.....	None.
3. Length of line with track laid, if road is not completed.....	None.
4. Length of double track on main line.....	None.
5. Branches owned by the company:	
Our own.....	2 miles.
6. Total length of branches owned by the company.....	2 miles.
7. Total length of branches owned by the company in California.....	2 miles.
8. Total length of branches owned by the company in other States.....	None.
9. Length of double track on branches.....	None.
10. Total length of road belonging to this company.....	86½ miles.

11. Aggregate length of siding and other tracks not enumerated above...	12 miles.
12. Same in California.....	All.
13. Aggregate length of track belonging to this company computed as single track	All.
14. Same in California.....	All.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard: 11 miles, 50 lbs.; 10 miles, 35 lbs.)	
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	13
Number of spans of bridges of twenty-five feet and upwards, outside State	None.
17. Number of iron bridges (aggregate length, — feet), in California....	None.
Number of iron bridges (aggregate length, — feet), outside State	None.
18. Number of wooden bridges (aggregate length, — feet), in California ..	13
Number of wooden bridges (aggregate length, — feet), outside State	None.

Bridges Built within the Year in California.

(None.)

Miles of embankment replaced by bridges or trestlework, during year, in California.....	None.
Miles of embankment replaced by bridges or trestlework, during year, outside State	None.
19. Number of crossings of highways at grade, in California.....	26
27. Number of railroad crossings at grade.....	1

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).
	From—	To—	
San Rafael and San Quentin R. R. Co.	San Rafael.....	San Quentin	3½

Dates of Lease.		Amount of Rental.
From—	To—	
March 11, 1875	March 11, 1918	One dollar per annum.

31. Total length of above roads.....	3½ miles.
32. Total length of above roads in California	All.
33. Total length of above roads in other States (specifying each).....	None.
34. Total miles of road operated by this company	90½
35. Total miles of road operated by this company in California.....	90½
36. Number of stations on all roads operated by this company	38
37. Number of stations on all roads owned by this company.....	36
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company.....	78½
40. Miles of telegraph owned by this company.....	None.
41. Number of telegraph offices in company stations.....	None.
42. Number of telegraph stations operated by this company.....	None.
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	17

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	11		\$44,000
Average weight of engines in working order		43,170	
2. Tenders	10		
Average weight of tenders full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[38 feet]			
4. Total length of heaviest engine and tender over all [47½ feet]			
6. Passenger cars	18		27,600
Average weight		12,000	
7. Mail and baggage cars and caboose	7	11,000	4,250
8. Eight-wheel box freight cars	30	10,000	6,750
10. Eight-wheel platform cars	254	8,000	44,450
12. Other cars	1		3,000
Coal and gravel, hand, push, and iron	24		500
13. Total market value			\$130,550

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	284
15. Number of locomotives equipped with train brakes	6
Kind of brake: Westinghouse air brakes.	
16. Number of cars equipped with train brakes	20
Kind of brake: Westinghouse air brakes.	
17. Number of passenger cars with Miller platform and buffer	24

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	164,295
2. Rate of speed of express passenger trains, including stops	15 miles.
3. Rate of speed of accommodation trains, including stops	10 miles.
4. Miles run by freight trains	102,430
5. Rate of speed of express freight trains, including stops	None.
6. Rate of speed of accommodation freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Gravel	13,774
8. Total train miles run	280,499
9. Total number of passengers carried	631,195
Number of through passengers going east (or north)	None.
Number of through passengers going west (or south)	None.
Number of local passengers going east (or north)	313,279
Number of local passengers going west (or south)	317,916
10. Total passenger mileage, or passengers carried one mile	9,015,487
11. Passenger mileage to and from other roads	None.
Average number of miles traveled by each local passenger	None.
Average number of miles traveled by each through passenger	None.
Average number of miles traveled by each passenger, through and local	None.
12. Number of tons of freight carried (not including gravel)	65,104
Number of tons freight from other States, carried	None.
Number of tons freight in this State, carried	All.
Number of tons freight produced in this State, carried	No statistics.
Number of tons of each class of freight produced in this State, carried	No statistics.
13. Total freight mileage, or tons carried one mile	2,946,710
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8 ¹¹ / ₁₀₀ cents.
16. Lowest rate of fare per mile for any distance (single fare)	2½ cents.
17. Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	2 ¹¹ / ₁₀₀ cents.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	4 ¹¹ / ₁₀₀ cents.
20. Average rate of fare per mile for all passengers	1 ¹¹ / ₁₀₀ cents.

21. Highest rate of freight per ton per mile for any distance.....	46 $\frac{3}{8}$ cents.
22. Lowest rate of freight per ton per mile for any distance	3 $\frac{3}{8}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	4 $\frac{3}{1000}$ cents.
24. Average rate of freight per ton per mile to and from other roads.....	None.
25. Average rate of freight per ton per mile for all.....	4 $\frac{3}{1000}$ cents.
Average rate of freight per ton per mile, products of this State.....	All.
Average rate of freight per ton per mile, products of other States...	None.
26. Average number of cars in passenger trains (including baggage cars)...	4
27. Average number of cars in freight trains—basis of eight-wheel.....	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	104,000
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	226,000
30. Number of persons regularly employed by company, including officers.	
Average monthly pay of engine drivers.....	\$100 00
Average monthly pay of passenger conductors.....	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men.....	70 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers.....	26 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip); see question No. 4.	
2. Passengers to San Francisco (including season).....	308,376
3. Passengers from San Francisco (including season).....	306,649
4. Season ticket passengers to and from San Francisco (one round trip daily)	151,550

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Series.	Date.	Due.	In what Money Payable.	
					Interest.	Principal.
First mortgage		$\frac{1}{100}$	Nov. 14, 1881.	Nov. 1, 1901.	Gold	Gold
Second mortgage		$\frac{1}{100}$	Nov. 14, 1881.	Nov. 1, 1901.	.....	.....
Interest.		Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest to December 31, 1884.	Amount of Bonds Outstanding December 31, 1884.	
Rate.	Payable.					
6	May and Nov. ...	\$600,000	\$600,000	\$6,000	\$600,000	
-----	-----	500,000	500,000	5,000	500,000	
.						

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1883.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Single.		Reduced to Single Track.			
						Track.		Sidings.		Track and Sidings.
Main Line and Branches.		From—	To—	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.
Main line within State ----- {		Saucelito Junction-----	Duncans-----	54½	21	54½	21	12	66½
			San Rafael-----						
December 31, 1884.									
The length of rail is double the length of single track.				Within State.		Total.			
				Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail-----				108½	35.5%	3,862	108½	35.5%	3,862
Length of steel rail-----				42	34.7½	1,430	42	34.7½	1,430

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

BONDS.			INTEREST PAYABLE.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County	May 5, 1876.	May 5, 1896.	Marin County...	Semi-annually.	7 per cent.
Total Amount of Bonds or Cash.		DISPOSED OF.			
		Amount of Bonds.	Cash Realized.	Discount.	
\$160,000 00		\$160,000 00	\$144,208 00	\$15,792 00	

Interest accrued to company December 31, 1884 None.
Interest accrued to company during year None.
Amount held by company as an investment None.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

John W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

JOHN W. COLEMAN, President.

Subscribed and sworn to before me, this twenty-first day of October, 1885.

LEWIS B. HARRIS, Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Goodall, President San Francisco.
John Rosenfeld, Vice-President San Francisco.
Goodall, Perkins & Co., General Agents San Francisco.
Edwin Goodall, Secretary San Francisco.
J. M. Fillmore, Manager San Luis Obispo.
E. W. Sills, Auditor San Francisco.
S. O. Putnam San Francisco.
J. L. Howard San Francisco.
W. Norris San Francisco.
Geo. C. Perkins San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco, 10 Market Street, and San Luis Obispo.

The Pacific Coast Railway Company was incorporated September 22, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Luis Obispo and Santa Maria Valley Railroad.....	April 22, 1875.
Pacific Coast Railroad	April 18, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$2,628,500 00
2. Capital stock authorized by votes of company	2,628,500 00
3. Capital stock issued [number of shares, 11,700] ; amount paid in	1,170,000 00
5. Total amount paid in, as per books of the company.....	1,170,000 00
8. Par value of shares issued	100 00

DEBT.

12. Funded debt as follows:	
Bonds.....	1,149,000 00
Interest paid on same during year—6 per cent.....	68,940 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction—To November 30, 1884.

11. Total cost of construction.....	\$1,813,426 73
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Equipment—To November 30, 1884.

18. Total for equipment	\$197,576 41
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EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

17. Any other expenditures charged to property account:	
Total amount expended for construction and equipment during the year.....	\$20,911 28

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company..	} \$28,736 65
2. Derived from passengers from and to other roads, over roads operated by this company.....	
3. Derived from other roads as tolls for use of passenger cars	
5. Derived from express and extra baggage.....	
6. Derived from mails.....	422 84
	2,927 28
7. Total earnings from passenger department	\$32,086 77
12. Total earnings from freight department	103,372 22
14. Total transportation earnings.....	\$135,458 99
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Port Harford Wharf.....	28,295 81
Warehouse storage, etc.	3,665 14
19. Total income derived from all sources	\$167,419 94

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$6,655 27
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Total operating expenses during the year, as per detail forward...	100,578 76
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$107,234 03
11. Percentage of expenses to total transportation earnings.....	.60

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, NOVEMBER 30, 1884.

<i>Debits.</i>	
Cost of road.....	} \$2,011,003 14
Cost of equipment.....	
Supplies and materials on hand.....	
Cash, cash assets, and other items:	27,308 17
Oregon Improvement Company.....	\$347,016 37
Cash.....	9,748 43
Agents' and personal accounts.....	18,894 39
	375,659 19
Total.....	<u>\$2,413,970 50</u>
<i>Credits.</i>	
Capital stock.....	\$1,170,000 00
Funded debt.....	1,149,000 00
Other debts:	
Bills payable.....	\$11,250 00
C. and S. Key. Dept., Auditor's vouchers, and payrolls.....	696 43
Station drafts.....	5,654 21
Oregon Improvement Company, interest.....	17,235 00
	34,835 64
Profit and loss (profit).....	60,134 86
Total.....	<u>\$2,413,970 50</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro.....	Feb. 1, 1876.
From Castro to San Luis Obispo.....	August 16, 1876.
From Port Harford to Avila.....	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande.....	Oct. 16, 1881.
From Arroyo Grande to Santa Maria.....	June, 1882.
From Santa Maria to Los Alamos.....	Oct. 11, 1882.
2. Length of main line of road from Port Harford to Los Alamos.....	63.4
Length of main line in California.....	All.
10. Total length of road belonging to this company.....	63.4
11. Aggregate length of siding and other tracks not enumerated above.....	3.1
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds).....	56
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	4
18. Number of wooden bridges (aggregate length 8,529 feet), in California.....	8

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	5	20 tons.	\$20,000
2. Tenders (included above).....			
6. Passenger cars.....	5	12,000	4,100
7. Mail and baggage cars.....	1	10,000	800
8. Eight-wheel box freight cars.....	18	10,000	4,500
10. Eight-wheel platform cars.....	160	8,000	28,000
12. Other cars.....	18	1,000	800
Two pile-driver engines.....	2		1,000
13. Total market value.....			<u>\$59,200</u>

15. Number of locomotives equipped with train brakes.....	None.
---	-------

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops.....	18 miles.
6. Rate of speed of accommodation freight trains, including stops.....	12 miles.
13. Total freight mileage, or tons carried one mile.....	1,583,327.2
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 $\frac{1}{2}$ cents.
20. Average rate of fare per mile for all passengers.....	6 $\frac{1}{2}$ cents.
25. Average rate of freight per ton per mile for all.....	6 $\frac{1}{2}$ cents.

30. Number of persons regularly employed by company, including officers	125
Average monthly pay of engine drivers	\$110
Average monthly pay of passenger conductors	85
Average monthly pay of freight conductors	85
Average monthly pay of baggage masters	50
Average monthly pay of brakemen, flagmen, and switchmen	55
Average monthly pay of section men	\$1 75 per day.
Average monthly pay of mechanics in shops	\$100
Average monthly pay of laborers	\$2 per day.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

On September 15, 1884, Abe Sorril, a brakeman, was injured slightly about the legs going between cars to couple them. Carelessness.

November 22, 1884, Coleman Gill injured about the head; died three days later. He was on hand-car with six section men, running south from Port Harford with no protection out, ran upon approaching light engine. All men jumped from hand-car uninjured with exception of Gill, who stumbled and fell on rocks below, a distance of about thirty feet. Accident result of his own carelessness.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	Nov. 1, 1882 ...	Sept., 1992	Gold	Gold
Interest.		Authorized Amount.	Amount of Bonds Outstanding November 30, 1884.	
Rate.	Payable.			
6 per cent.	Semi-annually	\$1,149,000 00	\$1,149,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS OWNED BY THE COMPANY.

Main Line and Branches.	From—	To—	Single.	
			Iron.	Steel.
Main line within State	Port Harford	Los Alamos	8 $\frac{8}{16}$	55

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, Chas. Goodall, President of the Pacific Coast Railway Company, and Geo. C. Perkins, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1884.

CHAS. GOODALL, President.
GEO. C. PERKINS, Secretary pro tem.

Subscribed and sworn to before me, this twelfth day of October, 1885.

CHAS. D. WHEAT, Notary Public.

PAJARO AND SANTA CRUZ RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

George Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President	San Francisco.
N. P. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary.....	Oakland.
Geo. I. Gray, Chief Engineer.....	San Francisco.
A. C. Bassett, Superintendent.....	San Francisco.
Chas. F. Crocker.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Pajaro and Santa Cruz Railroad Company San Francisco.

The Pajaro and Santa Cruz Railroad Company was incorporated June 3, 1884, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Loma Prieta Railroad Company.....	July 10, 1882.
Pajaro and Santa Cruz Railroad Company.....	March 8, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$650,000 00
3. Capital stock issued [number of shares, 500]: amount paid in.....	50,000 00
5. Total amount paid in, as per books of the company.....	50,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	6
10. Number of stockholders in California.....	6
11. Amount of stock held in California.....	50,000 00

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$15,900 00
15. Total amount of unfunded debt.....	15,900 00
16. Total gross debt liabilities.....	\$15,900 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	\$20,136 92
18. Total net debt liabilities (excess assets)	\$4,236 92

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$45,488 02
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations.....		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
27. Whole amount of permanent investments.....		45,488 02
28. Property in California		45,488 02
30. Cash and cash assets.....		20,136 92
31. Total property and assets of the company		\$65,624 94

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$45,488 02
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations	}	45,488 02
6. Engine houses, car sheds, and turntables		
7. Machine shops		
18. Total		45,488 02
20. Net addition to property account for the year		\$45,488 02

REVENUE FOR THE YEAR.

(Operated by the Southern Pacific Railroad Company and included in its report.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Southern Pacific Railroad Company.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$15,900 00
4. Interest accrued during the year:	
On debt	\$15,900 00
8. Entries made in profit and loss account during the year, not included in the foregoing statement	\$275 06
9. Deficit at commencement of the year, as changed by aforesaid entries	\$275 06
10. Total deficit December 31, 1884	275 06

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See Report S. P. R. R. Co.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See Report S. P. R. R. Co.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road	\$45,488 02
Cash, cash assets, and other items:	
Current accounts	20,136 92
Profit and loss (loss, if any)	275 06
Total	\$65,900 00

Credits.

Capital stock	\$50,000 00
Other debts:	
Current accounts	15,900 00
Total	\$65,900 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
To general expenses	\$275 06	
Interest	15,900 00	
By road earnings		\$15,900 00
Balance		275 06
	\$16,175 06	\$16,175 06

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Pajaro to Santa Cruz	} June 3, 1884.
From Aptos to Monte Vista	
2. Length of main line of road from Pajaro to Santa Cruz	21.20 miles.
Length of main line in California	21.20 miles.
5. Branches owned by the company:	
Loma Prieta Branch, Aptos to Monte Vista, single track	5 miles.
6. Total length of branches owned by the company	5.00 miles.
7. Total length of branches owned by the company in California	5.00 miles.
10. Total length of road belonging to this company	26.20 miles.
11. Aggregate length of siding and other tracks not enumerated above	3.16 miles.
12. Same in California	3.16 miles.
13. Aggregate length of track belonging to this company computed as single track	29.36 miles.
14. Same in California	29.36 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
18. Number of wooden bridges (aggregate length, 1,207 feet), in California	11
19. Number of crossings of highways at grade, in California	25
20. Number of crossings of highways over railroad, in California	6
21. Number of crossings of highways under railroad, in California	2
22. Number of highway bridges eighteen feet above track, in California	6
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
27. Number of railroad crossings at grade	2
(At Santa Cruz, crossing the South Pacific Coast Railroad.)	
37. Number of stations on all roads owned by this company	10
38. Same in California	10
40. Miles of telegraph owned by this company	26.20
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK.

(None.)

MILEAGE, TRAFFIC, ETC.

(See Southern Pacific Railroad Company's report.)

LIST OF ACCIDENTS IN CALIFORNIA.

(If any, reported by the Southern Pacific Railroad Company.)

TABLE C. LENGTH IN MILES OF ROADS AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1884.										
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.			
			Iron.	Iron and Steel.	Iron.	Iron and Steel.	Track.		Track and Sidings.	
							Sidings.			
Main Line and Branches.			From—	To—	Iron.	Iron and Steel.	Iron.	Iron.	Iron and Steel.	
Main line within State			Pajaro	Santa Cruz	21.20	21.20	21.20	2.13	23.33	
Loma Prieta Branch			Aptos	Monte Vista	5.00	5.00	5.00	1.03	6.03	
Total on whole road, Dec. 31, 1884					26.20	26.20	26.20	3.16	29.36	
December 31, 1884.										
The length of rail is double the length of single track, column (b) above.										
					Within State.			Total.		
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).		
Length of iron rail			58.72	44	2,583.68	58.72	44	2,583.68	2,583.68	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. C. Bassett, Vice-President of the Pajaro and Santa Cruz Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

A. C. BASSETT.
J. L. WILLCUTT.

Subscribed and sworn to before me this fourteenth day of August, 1885.

CHARLES J. TORBERT, Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Frederick Birdsall, President	Sacramento
Constant Birdsall, Vice-President	Sacramento
Edward F. Stone, Secretary	San Francisco
Pacific Bank, Treasurer	San Francisco
B. F. Langford	Lockeford
Jacob Brack	Brack's Landing
Thomas McConnell	Elk Grove
James L. Sperry	Big Trees, Calaveras
S. Washburn	Woodbridge

BUSINESS ADDRESS OF THE COMPANY.

306 Pine Street San Francisco, California.

The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
3. Capital stock issued [number of shares, 3,232]; amount paid in	323,200 00
4. Capital stock paid in on shares not issued [number of shares, 35]	3,500 00
5. Total amount paid in, as per books of the company	326,700 00
8. Par value of shares issued	100 00
9. Total number of stockholders	121
10. Number of stockholders in California	121
11. Amount of stock held in California	326,700 00

DEBT.

12. Funded debt, as follows:	
Bonds	\$116,000 00
Interest charged to profit and loss on same during year ... \$6,450 95	
13. Total amount of funded debt	\$116,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	20,614 00
16. Total gross debt liabilities	\$136,614 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$2,818 77
Materials and supplies on hand	5,896 38
Other securities and debt balances	3,116 19
	<u>\$11,831 34</u>
18. Total net liabilities	<u>\$124,782 66</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction, including telegraph line \$373,300 54

Equipment.

	Number.	To December 31, 1884.
		Cost.
12. Locomotives	3	\$25,439 21
16. Passenger cars	3	3,951 25
Mail cars		
Baggage cars		
17. Freight cars	63	28,174 52
Other cars	12	1,191 00
18. Total for equipment		\$58,755 98

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments..... \$432,056 52
 28. Property in California All.
 29. Amount of supplies and materials on hand..... 5,896 38
 30. Cash and cash assets 5,934 96
 41. Total property and assets of the company..... \$443,887 86

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry

2. Bridging.....

3. Superstructure, including rails.....

4. Land

 Land damages

 Fences

5. Passenger and freight stations.....

 Woodsheds and water stations.....

6. Engine houses, car sheds, and turntables.....

7. Machine shops.....

8. Engineering, agencies, salaries, and other expenses during construction.....

 Telegraph line.....

20. Net addition to property account for the year..... \$49,272 26

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.... \$11,652 55
 2. Derived from express and extra baggage..... 570 10
 6. Derived from mails..... 285 00
 7. Total earnings from passenger department..... \$12,507 65
 8. Derived from local freight on roads operated by this company..... \$21,208 33
 12. Total earnings from freight department \$21,208 33
 14. Total transportation earnings \$33,715 98
 18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, and transportation lines):
 Excess of earnings over expenses of telephone line..... \$118 62
 19. Total income derived from all sources..... \$33,834 60

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$1,186 22
2. General salaries, office expenses, and miscellaneous, including Classes II, III, and IV.....	29,582 80
5. Total	<u>\$30,769 02</u>

Class II—Maintenance of way and buildings, and movement expenses.

(Included in Class I.)

Class III—Passenger traffic expenses.

(Included in Class I.)

Class IV—Freight traffic expenses.

(Included in Class I.)

9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$30,769 02
13. Total expenses.....	<u>\$30,769 02</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....	}	\$432,056 52
Cost of equipment.....		
Supplies and materials on hand.....		5,896 38
Cash, cash assets, and other items:		
Cash	\$2,818 77	
Current accounts.....	3,116 19	
		5,934 96
Profit and loss (loss)		19,426 14
Total.....		<u>\$463,314 00</u>

Credits.

Capital stock.....	\$326,700 00
Funded debt.....	116,000 00
Other debts:	
Current accounts	\$11,164 00
Bond coupons unrepresented.....	9,450 00
	20,614 00
Total.....	<u>\$463,314 00</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Operating expenses.....	\$29,582 80	
Taxes	1,186 22	
Interest, funded debt.....	6,450 95	
Miscellaneous expenses.....	1,197 10	
Discount on bonds sold.....	1,500 00	
Allowance to F. Birdsall for loss on steamer Caroline and barge Bessie.....	4,944 72	
Transportation earnings.....		\$33,715 98
Telephone net earnings.....		118 62
Loss for 1884		11,027 19
	<u>\$44,861 79</u>	<u>\$44,861 79</u>

DESCRIPTION OF ROAD.

Narrow Gauge (3 feet).

1. Date when the road or portions thereof were opened for public use:
 - From Brack's to Woodbridge July, 1882.
 - From Woodbridge to Lodi July, 1882.
 - From Lodi to Lockeford August, 1882.
 - From Lockeford to Clements September, 1882.
 - From Clements to Wallace October, 1882.
 - From Wallace to Burson September, 1884.
2. Length of main line of road from Brack's to Burson 35 $\frac{7}{10}$ miles.
- Length of main line in California All.
- Length of main line in other States None.
3. Length of line with track laid, if road is not completed 35 $\frac{7}{10}$ miles.
4. Length of double track on main line None.
5. Branches owned by the company None.
10. Total length of road belonging to this company 35 $\frac{7}{10}$ miles.
11. Aggregate length of siding and other tracks not enumerated above 4 $\frac{1}{10}$ miles.
12. Same in California All.
13. Aggregate length of track belonging to this company computed as single track 39 $\frac{7}{10}$ miles.
14. Same in California All.
15. Total length of steel rail in tracks belonging to this company, not including top rail; (weight per yard, 35 pounds) 26 $\frac{9}{10}$ miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California None.
17. Number of iron bridges built in California None.
18. Number of wooden bridges (aggregate length, 495 feet), in California.. 17

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Between Burson and Wallace...	Trestle..	Wood...	220 feet (7 bridges)..	August, 1884.

19. Number of crossings of highways at grade, in California 19
20. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California 19
27. Number of railroad crossings at grade 1
- (At Lodi, crosses the Central Pacific.)
34. Total miles of road operated by this company 35 $\frac{7}{10}$ miles.
35. Total miles of road operated by this company in California All.
36. Number of stations on all roads operated by this company 7
37. Number of stations on all roads owned by this company 7
38. Same in California All.
39. Miles of telegraph on line of road operated by this company (telephone) 35 $\frac{7}{10}$ miles.
40. Miles of telegraph owned by this company (telephone) 35 $\frac{7}{10}$ miles.
41. Number of telegraph offices in company stations (telephone) 8
42. Number of telegraph stations operated by this company (telephone).. 8

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	3	30,000
Average weight of engines in working order		38,000
Maximum weight of engines in working order [48,000]		
2. Tenders	2	6,000
Average weight of tenders full of fuel and water		20,000
Maximum weight of tenders full of fuel and water [22,000]		
Average joint weight of engines and tender		38,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [36 feet]		
4. Total length of heaviest engine and tender over all [42 feet]		
6. Passenger cars	2	15,000
Average weight		15,000
Maximum weight [15,000]		
7. Mail and baggage cars	1	14,000
8. Eight-wheel box freight cars	15	14,000
10. Eight-wheel platform cars	48	9,000
12. Other cars	12	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	63
15. Number of locomotives equipped with train brakes.....	3
Kind of brake: Hand.	
16. Number of cars equipped with train brakes.....	66
Kind of brake: Hand.	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	16,120
2. Rate of speed of express passenger trains, including stops	20 miles.
3. Rate of speed of accommodation trains, including stops	15 miles.
4. Miles run by freight trains (freight and passenger)	20,545
6. Rate of speed of accommodation freight trains, including stops	15 miles.
8. Total train miles run	36,665
9. Total number of passengers carried.....	21,512
Number of passengers going east.....	11,137
Number of passengers going west	10,375
12. Number of tons freight carried (not including gravel).....	19,375 ^{1/2}
15. Highest rate of fare per mile for any distance (excluding one mile)....	6 ³ / ₈ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	4 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 ¹ / ₂ cents.
30. Number of persons regularly employed by company, including officers..	30
Average monthly pay of employes, other than officers.....	\$55 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors.....	85 00
Average monthly pay of freight conductors.....	85 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	
Average monthly pay of section men	50 00
Average monthly pay of mechanics in shops.....	25 cts. per hour.
Average monthly pay of laborers.....	45 00

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness—in California	1 killed.
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STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

May 24, 1884—Near Lodi Station a boy, Palmer, of Lodi, jumped from train, and was killed.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ...	Dec. 6, 1882...	Jan. 1, 1893...	Gold....	Gold....	6	Jan. and July 1.
Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1884.		
		During Year 1884.	Overdue.			
\$750,000 00	\$116,000 00	\$6,660 00	\$1,980 00	\$116,000 00		
		*209 05	†			
		\$6,450 95				
Character of.	Bonds Sold During Year ending December 31, 1884.			Amount of Bonds Redeemed During Year ending December 31, 1884.		
	Amount of Bonds.	Amount Realized.	Discount.			
First mortgage 6 per cent coupon gold bonds, \$1,000 each.....	\$10,000 00	\$8,500 00	\$1,500 00		None.	

* Less accrued interest received from purchasers of bonds. † \$3,480 due January 1, 1885.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1884.									
Reduced to Single Track.									
Single.				Track.		Sidings.		Track and Sidings.	
Iron.		Steel.		Iron.		Steel.		Iron.	
8.74		26.96		8.74		26.96		4.07	
12.81		26.96						(b) 12.81	
		5.40						(c) 26.96	
December 31, 1884.									
Within the State.				Total.					
Length in Miles.		Average Weight per Mile (Tons).		Total Weight (Tons).		Average Weight per Mile (Tons).		Total Weight (Tons).	
25.62		27.50		705		27.50		705	
53.92		27.50		1,482		27.50		1,482	
The length of rail is double the length of single track, columns (b) and (c) above,									
Length of iron rail									
Length of steel rail									

The length of rail is double the length of single track, columns (b) and (c) above.

TABLE E. *Lands or Property, including Right of Way Donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the Amount of Land Granted for Right of Way, for Stations, for Shops, for Storehouses, etc.*

By Whom Donated.	Description of Property.
Individuals	For 1884. Six releases of right of way (60 feet wide) in Calaveras County. Grant of depot grounds at Clements, San Joaquin County.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Edward F. Stone, Secretary of the San Joaquin and Sierra Nevada Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

EDWARD F. STONE, Secretary.

Subscribed and sworn to before me, this ninth day of October, 1885.

JAMES L. KING, Notary Public.

SONOMA VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Peter Donahue, President.....	San Francisco.
J. M. Donahue, Vice-President.....	San Francisco.
R. H. Lloyd, Treasurer.....	San Francisco.
T. W. Johnston, Secretary.....	San Francisco.
A. Hughes.....	San Francisco.
T. Donahue.....	San Francisco.
P. J. McGlynn.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 430 Montgomery Street..... San Francisco, Cal.

The Sonoma Valley Railroad Company was incorporated July 24, 1878.

• CAPITAL STOCK.

2. Capital stock authorized by votes of company.....	\$200,000 00
3. Capital stock issued [number of shares, 2,000]; amount paid in.....	200,000 00
8. Par value of shares issued.....	100 00
10. Number of stockholders in California.....	7
11. Amount of stock held in California.....	200,000 00

DEBT.

13. Total amount of funded debt.....	\$200,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	98,426 54
16. Total gross debt liabilities.....	\$298,426 54
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand.....	\$7,519 59
Other securities and debt balances.....	8,292 09
	15,811 68
18. Total net debt liabilities.....	\$282,614 86

NOTE.—Officers of company insist upon adding stock as part of gross liabilities.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1884.
1. Grading and masonry	\$233,114 91
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	5,550 84
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	1,236 21
8. Interest	
11. Total cost of construction	\$239,901 93

Equipment.

	No.	To December 31, 1884. Cost.
12. Locomotives	3	\$15,500 00
15. Sleeping cars		
16. Passenger cars		
Mail cars		
Baggage cars		26,782 90
17. Freight cars		
Other cars		
18. Total for equipment		\$42,282 90

25. Other property purchased:	
Furniture	\$430 00
26. Total for property purchased, etc.	282,614 86
29. Amount of supplies and materials on hand	7,519 59
30. Cash and cash assets	8,292 09
31. Total property and assets of the company	\$298,426 54

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

7. Machine shops, tools, and scales	\$486 21
13. Passenger, mail, and baggage cars	2,344 80
14. Freight and other cars	

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$28,602 85
5. Derived from express and extra baggage	803 14
6. Derived from mails	1,423 03
7. Total earnings from passenger department	\$30,829 02
8. Derived from local freight on roads operated by this company	\$38,991 35
13. Derived from rents for use of road and equipment when leased:	
Rents	75 00
14. Total transportation earnings	\$69,895 37

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$968 81
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer expenses	19,759 20
Office expenses	3,134 55
Stationery and printing	175 25
Advertising account.....	949 00
Repairs of wharf.....	2 00
Miscellaneous expenses	23 75
Legal expenses	42 85
Superintendent's expenses	600 00
5. Total	<u>\$25,655 41</u>
6. Proportion belonging to passenger department	} Not kept separate.
7. Proportion belonging to freight department	

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$11,830 91
5. Repairs of bridges	198 46
6. Repairs of buildings and fixtures (stations and turntables).....	78 88
10. Repairs of locomotives	3,678 16
14. Fuel for engines and cars:	
Number of cords of wood.....; cost.....	4,015 50
19. Total	<u>\$19,801 91</u>
20. Proportion of same to passenger department	} Not kept separate.
21. Proportion of same to freight department	

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$2,051 85
4. Salaries, wages, and incidentals of passenger trains	1,395 00
5. Salaries, wages, and incidentals of passenger stations	3,158 36
8. Total	<u>\$6,605 31</u>

Class IV—Freight traffic expenses.

2. New freight cars, charged to operating expenses	\$487 06
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	52,549 69
11. Percentage of expenses to total transportation earnings.....	75.18

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$17,345 68
7. Balance for the year, or surplus	\$17,345 68
8. Deficit at commencement of the year.....	53,022 50
9. Deficit at commencement of the year, as changed by aforesaid entries.	35,676 82

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....	\$233,114 91
Cost of equipment.....	49,499 95
Supplies and materials on hand	7,519 59
Cash, cash assets, and other items	8,292 09
Total.....	<u>\$298,426 54</u>

Credits.

Capital stock.....	\$200,000 00
Other debts:	
San Francisco and North Pacific Railroad Company	98,426 54
Total.....	<u>\$298,426 54</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

Gross earnings	\$69,895 37
Expenses	52,549 69
Net earnings	\$17,345 68
(This includes the Sonoma and Santa Rosa Railroad, 6½ miles.)	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sonoma Landing to Sonoma City (15 miles)	August 23, 1880.
From Sonoma City to Glen Ellen (6½ miles)	August 15, 1882.
2. Length of main line of road from Sonoma to Glen Ellen	21.43 miles.
10. Total length of road belonging to this company	21.43 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.29 miles.
13. Aggregate length of track belonging to this company computed as single track	22.72 miles.
16. Number of spans of bridges of twenty-five feet and upwards in California	1
19. Number of crossings of highways at high grade, in California	10
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	10
31. Total length of above roads	21.43 miles.
35. Total miles of road operated by this company in California	21.43 miles.
36. Number of stations on all roads operated by this company	12

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives	3	
Average weight of engines in working order		32,666
Maximum weight of engines in working order [45,000]		
2. Tenders, empty	2	13,300
Average weight of tenders full of fuel and water		23,000
Maximum weight of tenders full of fuel and water [24,000]		
Average joint weight of engines and tenders		47,333
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender		
..... [38 feet]		
4. Total length of heaviest engine and tender over all		
..... [45 feet]		
6. Passenger cars	6	
Average weight		19,500
Maximum weight		
..... [20,000]		
8. Eight-wheel box freight cars	2	12,200
10. Eight-wheel platform cars	24	8,300

15. Number of locomotives equipped with train brakes	2
Kind of brake: air	
16. Number of cars equipped with train brakes	6
Kind of brake: air	
17. Number of passenger cars with Miller platform and buffer	6

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	18,348 miles.
2. Rate of speed of express passenger trains, including stops	17½ miles.
4. Miles run by freight trains	13,772 miles.
6. Rate of speed of accommodation freight trains, including stops	9½ miles.
7. Miles run by other trains, and for what purpose (gravel)	600 miles.
8. Total train miles run	32,720 miles.
26. Average number of cars in passenger trains (including baggage cars)	3
27. Average number of cars in freight trains—basis of eight-wheel	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	105,833
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	121,533
30. Number of persons regularly employed by company, including officers	29
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	60 00

Average monthly pay of brakemen, flagmen, and switchmen	\$60 00
Average monthly pay of section men, as foremen	60 00
Average monthly pay of laborers	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness—Injured:

Passengers

1

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1884.		
			Single.	Length of Roadway—Single and Double Track.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.
Main line within State	Sonoma ...	Glen Ellen.	21.43	21.43	21.43

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1884.			
			Reduced to Single Track.			
			Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Sonoma ...	Glen Ellen.	21.43	12.09	22.72	22.72

The length of rail is double the length of single track, column (b) above.	December 31, 1884.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	45.44	70.400	1,428,314 ¹ / ₁₀	45.44	70.400	1,428,314 ¹ / ₁₀

STATE OF CALIFORNIA,
 City and County of San Francisco. } ss.

Thomas W. Johnston, Secretary of the Sonoma Valley Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officer of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

THOMAS W. JOHNSTON.

Subscribed and sworn to before me, this thirtieth day of November, 1885.

JOHN E. HAMILL, Notary Public.

SOUTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. E. Davis, President	San Francisco, California.
Joseph Clark, Vice-President	San Francisco, California.
George L. Waggoner, Secretary	San Francisco, California.
John Rosenfeld	San Francisco, California.
Seth Cook	San Francisco, California.
Charles Iverson	Alameda, California.
Edward Banon	Mayfield, California.
J. E. James	Tombstone, Arizona.

BUSINESS ADDRESS OF THE COMPANY.

Office at Ferry Slips, foot of Market Street..... San Francisco, California.

The South Pacific Railroad Company was incorporated March 29, 1876, and not formed by consolidation of any other companies.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by votes of company	1,000,000 00
3. Capital stock issued [number of shares, 10,000]; amount paid in	1,000,000 00
5. Total amount paid in, as per books of the company	1,000,000 00
6. Amount of capital stock issued, but not full paid	None.
7. Amount per share still due thereon	None.
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	6

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	\$2,941,718 22
All other debts, current credit balances, etc.	
16. Total gross debt liabilities	\$2,941,718 22
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$42,656 30
Materials and supplies on hand	233,645 04
Other securities and debt balances	328,811 16
	605,112 50
18. Total net debt liabilities	\$2,336,605 72

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$416,448 73
2. Bridging	102,780 72
3. Superstructure, including rails	394,473 02
4. Land:	
Land damages	149,064 28
5. Passenger and freight stations	51,275 39
6. Engine houses, car sheds, and turntables	12,262 43
7. Machine shops, including machinery and tools	43,005 87
8. Interest	Not charged yet.
9. Engineering	\$51,049 09
Agencies, salaries, and other expenses during construction	200,291 12
Tunnels	418,566 77
11. Total cost of construction	\$1,839,217 42

Equipment.

	Number.	To December 31, 1884.
		Cost.
12. Locomotives	18	\$136,697 45
14. Parlor cars	2	12,920 02
16. Passenger cars	63	200,234 85
Mail cars	7	13,300 00
Baggage cars		
17. Freight cars	378	166,228 43
Other cars and trucks	81	8,441 69
Three steamers (ferryboats)		463,699 56
18. Total for equipment		\$1,001,522 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

27. Whole amount of permanent investments		\$2,840,739 42
29. Amount of supplies and materials on hand		233,645 04
30. Cash and cash assets	{ \$42,656 30 328,811 16 }	371,467 46
31. Total property and assets of the company		\$3,445,851 92

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		\$31,023 41
3. Superstructure, including rails		1,826 89
4. Land:		
Fences		480 76
5. Passenger and freight stations		1,322 04
6. Engine houses, car sheds, and turntables		511 46
7. Machine shops		2,970 90
8. Engineering, agencies, salaries, and other expenses during construction		5,383 47
9. Locomotives	[3]	17,092 50
13. Passenger, mail, and baggage cars	[12]	37,000 00
14. Freight and other cars	[2]	485 00
20. Net addition to property account for the year		98,096 43

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$354,743 07
5. Derived from express and extra baggage	4,480 60
6. Derived from mails	5,843 75
7. Total earnings from passenger department	\$365,067 42
8. Derived from local freight on roads operated by this company	\$343,348 79
12. Total earnings from freight department	\$343,348 79
14. Total transportation earnings	\$708,416 21
17. Income derived from rent of property, other than road and equipment (specifying same)	6,942 70
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Telegraph	4,637 88
Flume	15,720 80
Miscellaneous receipts	5,411 92
Wharfage	2,795 05
19. Total income derived from all sources	\$743,924 56

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$13,137 10
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	18,662 79
Advertising.....	6,821 57
Stationery and printing.....	5,207 01
Rents.....	18,000 00
Legal services.....	8,703 27
Repairs of machinery and tools.....	2,911 45
Flume, wages, and repairs.....	9,158 77
4. Telegraph expenses.....	3,440 47
5. Total.....	<u>\$86,042 43</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$45,809 79
5. Repairs of bridges.....	7,016 59
6. Repairs of buildings and fixtures (stations and turntables).....	1,854 69
8. Repairs of fences, road crossings, and signs.....	798 72
10. Repairs of locomotives.....	16,188 37
12. Repairs of tunnels.....	3,320 91
Repairs of steamers.....	19,018 36
Repairs of wharves.....	1,073 53
18. Switchmen, watchmen, flag, and signalmen.....	4,390 46
19. Total.....	<u>\$99,471 42</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars, and freight cars.....	\$14,358 44
3. Damages and gratuities, passengers, freight, and property.....	4,846 65
4. Salaries, wages, and incidentals of passenger trains and freight trains. Salaries, wages, and incidentals of ferries.....	148,469 46
5. Salaries, wages, and incidentals of passenger stations and freight stations.....	125,676 35
59,985 88	
8. Total.....	<u>\$353,336 78</u>

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$538,850 63
13. Total expenses.....	<u>\$538,850 63</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

Debits.

Cost of road.....	\$1,839,217 42
Cost of equipment (interest not included).....	1,001,522 00
Supplies and materials on hand.....	233,645 04
Cash, cash assets, and other items.....	371,467 46
Total.....	<u>\$3,445,851 92</u>

Credits.

Capital stock.....	\$1,000,000 00
Other debts:	
Due Treasurer.....	1,886,522 94
Sundry balances.....	55,195 28
Profit and loss (profit).....	504,133 70
Total.....	<u>\$3,445,851 92</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1884.

	Debits.	Credits.
Balance January 1, 1884.....		\$299,059 77
Revenue.....		743,924 56
Expenses.....	\$538,850 63	
Balance, December 31, 1884.....	504,133 70	
Totals.....	\$1,042,984 33	\$1,042,984 33

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Dumbarton Point to Los Gatos.....	June 1, 1878.
From Los Gatos to Alma.....	August 1, 1878.
From Alma to Wrights.....	May 1, 1879.
From Wrights to Felton Junction.....	May 15, 1880.
2. Length of main line of road.....	45.30
Length of main line in California.....	All.
Length of main line in other States.....	None.
4. Length of double track on main line.....	None.
5. Branches owned by the company.....	None.
6. Total length of branches owned by the company.....	None.
7. Total length of branches owned by the company in California.....	None.
8. Total length of branches owned by the company in other States.....	None.
9. Length of double track on branches.....	None.
11. Aggregate length of siding and other tracks not enumerated above.....	11.12
13. Aggregate length of track belonging to this company computed as single track.....	56.42
14. Same in California.....	All.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail.....	5.90
16. Number of spans of bridges of twenty-five feet and upwards in California.....	11
18. Number of wooden bridges (aggregate length, 784 feet) in California.....	11
19. Number of crossings of highways at grade, in California.....	36
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen in California.....	38
27. Number of railroad crossings at grade.....	1
At Santa Clara, crossing the Southern Pacific Railroad.....	
23. Number of railroad crossings over the roads.....	None.
29. Number of railroad crossings under other railroads.....	None.

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease.
	From—	To—		
Santa Cruz and Felton Railroad.....	Junction at Felton....	Santa Cruz.....	5.90	No rental agreed upon as yet.
Bay and Coast Railroad.....	Newark.....	Center of bridge in San Antonio Creek.....	25.20	
Oakland Township R. R....	Center of bridge in San Antonio Creek.....	Fourteenth Street, in City of Oakland.....	.90	
San Francisco and Colorado River Railroad....	Alameda Junction....	Channel water in Bay of San Francisco....	3.00	
Total.....			35.00	

31. Total lengths of above roads	35.00
34. Total miles of road operated by this company	91.40
35. Total miles of road operated by this company in California	All.
36. Number of stations on all roads operated by this company	40
37. Number of stations on all roads owned by this company	14
38. Same in California	All.
39. Miles of telegraph on line of road operated by this company	145
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	18
43. Number of telegraph stations operated jointly by railroad and telegraph companies	24

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	18	44,488
Maximum weight of engines in working order [62,500]		
2. Tenders.....	18	16,000
Average weight of tenders full of water.....		31,000
Maximum weight of tenders full of fuel and water..... [38,000]		
Average joint weight of engines and tenders. { Loaded		77,988
{ Empty		60,488
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [38 feet]		
4. Total length of heaviest engine and tender over all [44 feet]		
6. Passenger cars.....	72	18,000
Maximum weight..... [25,000]		
8. Eight-wheel box freight cars	88	11,600
10. Eight-wheel platform cars.....	290	8,160
12. Other cars and trucks.....	81	500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels -----	378
15. Number of locomotives equipped with train brakes ----- (Kind of brake; 17 with air and 1 with hand.)	18
16. Number of cars equipped with train brakes ----- (Kind of brake; 70 with air and 380 with hand.)	448
17. Number of passenger cars with Miller platform and buffer -----	72

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains		418,324
2. Rate of speed of express passenger trains, including stops	} 23½	
3. Rate of speed of accommodation trains, including stops		
4. Miles run by freight trains		77,744
5. Rate of speed of express freight trains, including stops	} 10	
6. Rate of speed of accommodation freight trains, including stops		
7. Miles run by other trains, and for what purpose (mixed)		9,365
Switching		65,824
Work		18,965
		<u>94,154</u>
8. Total train miles run		<u>590,222</u>
9. Total number of passengers carried		1,488,130
Number of through passengers going north		12,012
Number of through passengers going south		9,266
Number of local passengers going north		725,705
Number of local passengers going south		741,147
10. Total passenger mileage, or passengers carried one mile		<u>18,584,596</u>
11. Passenger mileage to and from other roads		None.
Average number of miles traveled by each local passenger		11.6
Average number of miles traveled by each through passenger		80
Average number of miles traveled by each passenger, through and local		12.5
12. Number of tons freight carried (not including gravel)		193,316.7
Number of tons freight from other States, carried		None.
Number of tons freight in this State, carried		All.

13. Total freight mileage, or tons carried one mile.....	6,990,388
14. Freight mileage to and from other roads.....	None.
15. Highest rate of fare per mile for any distance (excluding one mile) ...	7½ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	½ cent.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.34 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2.82 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	0.62 cents.
20. Average rate of fare per mile for all passengers.....	1.92 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	4.62 cents.
24. Average rate of freight per ton per mile to and from other roads.....	None.
25. Average rate of freight per ton per mile for all.....	4.62 cents.
26. Average number of cars in passenger trains (including baggage cars) ..	5
27. Average number of cars in freight trains—basis of eight-wheel.....	25
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	83 tons.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	140 tons.
30. Number of persons regularly employed by company, including officers.....	400
Average monthly pay of employes, other than officers.....	\$80
Average monthly pay of engine drivers.....	\$4 per day.
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	85 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men.....	1 70 per day.
Average monthly pay of mechanics in shops.....	3 25 per day.
Average monthly pay of laborers.....	1 70 per day.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip).....	246,772
2. Passengers to San Francisco (including season).....	654,322
3. Passengers from San Francisco (including season).....	657,650
4. Season ticket passengers to and San Francisco (one round trip daily).....	246,772

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....				8		8		8
Employes.....				1		1		1
Others.....		1		3		4		4
Total.....		1		12		13		13

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

February 29. John L. Snockey jumped from moving train. Left arm broken.
 March 15. J. C. McCauley was standing on track when trains were about to pass. Was struck by train whose whistle he mistook for that of other train. Injuries slight.
 March 16. R. E. Wilson attempted to board moving train. Injuries slight.
 March 16. Charles Brody jumped from moving train, fell, and rolled under wheel. Foot crushed.
 May 31. M. P. Pearson stopped team on crossing while train was approaching. Whistle and bell scared horses. He was thrown out, and slightly injured. Supposed to have been intoxicated.
 June 2. Thomas Kelly, while intoxicated, jumped from moving train. Injuries slight.
 June 25. Mrs. Gibson stepped from moving train. Shoulder dislocated.

July 19. Fanny Parkins attempted to cross track while train was stopping, was struck by engine, and slightly bruised.

August 3. W. T. Carroll, aged seven, jumped from moving train. Bruised about head.

August 31. M. Madox attempted to board moving train, slipped, and the two hind wheels of coach ran over his right foot.

September 1. Mrs. Dwight Pierce was struck by a telegraph pole which fell off a passing train. Bone in left wrist broken.

September 6. Fred. Brown, *alias* Coonie Bergie, struck by train while walking in tunnel. Concussion of the brain.

October 12. John Eagan opened door of baggage car while train was in motion. Head hurt and leg sprained; was intoxicated.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. E. Davis, President of the South Pacific Coast Railroad Company, and G. H. Waggoner, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge; and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1884.

A. E. DAVIS.

GEORGE H. WAGGONER.

Subscribed and sworn to before me this fifteenth day of October, 1885.

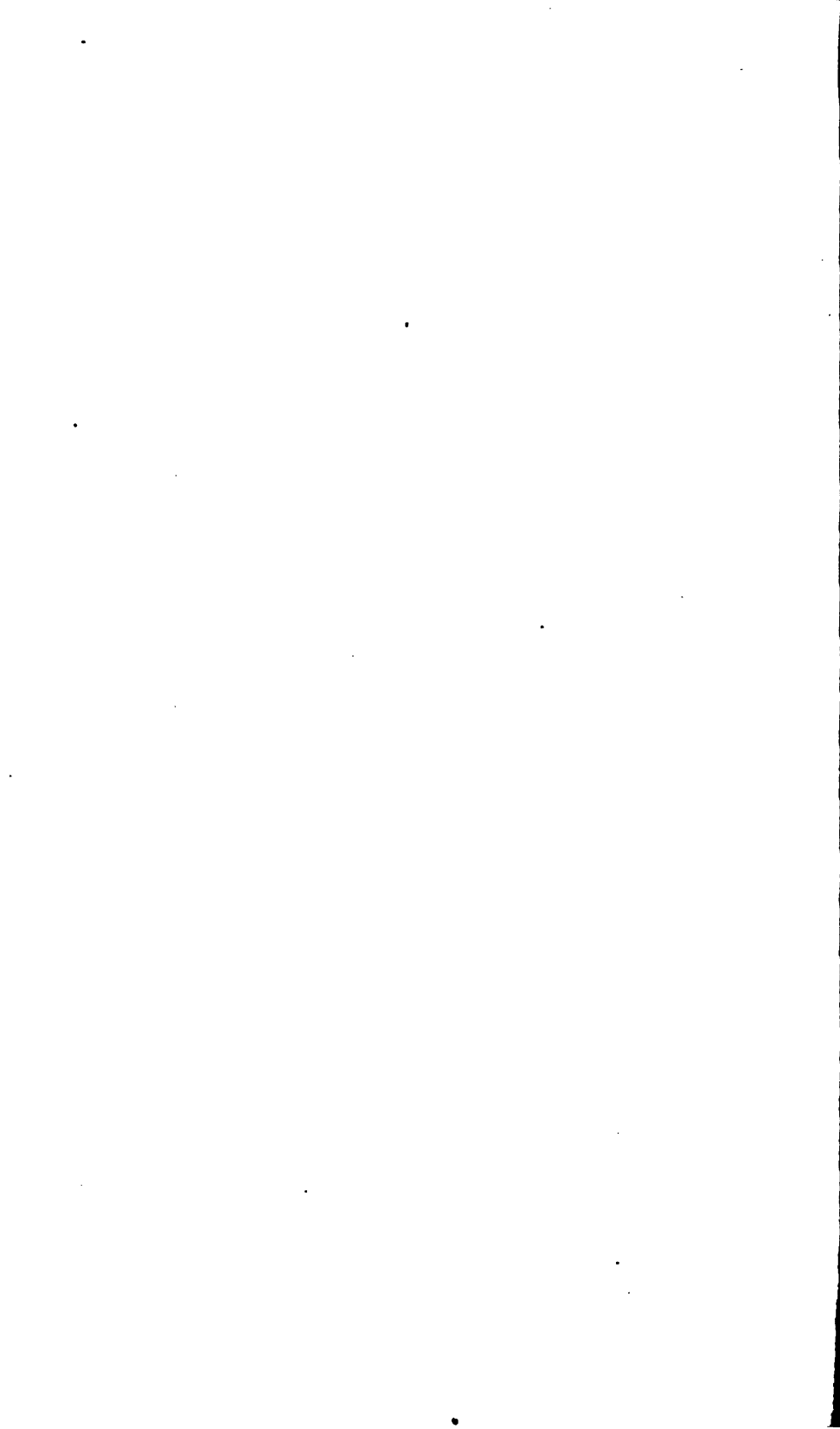
JAMES L. KING, Notary Public.



REPORTS

OF

Railroad Companies for the Year 1885.



REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR YEAR ENDING
DECEMBER 31, 1885.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.
The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$675,000 00
2. Capital stock authorized by votes of company	675,000 00
3. Capital stock issued; amount paid in	675,000 00
5. Total amount paid in, as per books of the company.....	675,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	12
10. Number of stockholders in California.....	10
11. Amount of stock held in California.....	636,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	675,000 00
Interest paid on same during year.....	\$40,500
13. Total amount of funded debt	\$675,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	\$34,290 00
15. Total amount of unfunded debt.....	34,290 00
16. Total gross debt liabilities	\$709,290 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	33,439 85
18. Total net debt liabilities	\$675,850 15

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

	<i>Construction.</i>
11. Total cost of construction.....	\$1,362,174 39

Equipment.

(Equipment furnished entirely by lessees.)

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$1,362,124 39
30. Cash and cash assets.....	33,439 85
31. Total property and assets of the company.....	1,395,564 24

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

19. Property sold and credited to property account during the year: Track material sold	\$2,018 65
20. Net reduction of property account for the year.....	\$2,018 65

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$43,000 00
Less general expenses.....	10 50
19. Total income derived from all sources.....	\$42,989 50

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$42,989 50
2. Percentage of same to capital stock and net debt.....	31 ⁸ / ₁₀₀
3. Percentage of same to total property and assets.....	31 ⁸ / ₁₀₀
4. Interest accrued during the year:	
On funded debt	\$40,500 00
On other debt	3 01
Total.....	40,503 01
7. Balance for the year, or surplus.....	\$2,486 49
8. Surplus at commencement of year.....	\$8,787 75
9. Surplus at commencement of the year, as changed by aforesaid entries.....	8,787 75
10. Total surplus December 31, 1885.....	\$11,274 24

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in lessees' report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

<i>Debits.</i>	
Cost of road	\$1,362,124 39
Cash, cash assets, and other items.....	33,439 85
Total.....	\$1,395,564 24
<i>Credits.</i>	
Capital stock.....	\$675,000 00
Funded debt	675,000 00
Other debts	34,290 00
Profit and loss (profit, if any).....	11,274 24
Total.....	\$1,395,564 24

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental.....		\$43,000 00
General expenses.....	\$10 50	
Coupon interest.....	40,503 01	
Profit	2,486 49	
Totals	\$43,000 00	\$43,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December 4, 1876.
From Galt to Ione.....	27.2000
2. Length of main line of road from Galt to Ione.....	27.2000
Length of main line in California.....	None.
4. Length of double track on main line.....	None.
5. Branches owned by the company.....	27.2000
10. Total length of road belonging to this company.....	2.7447
11. Aggregate length of siding and other tracks not enumerated above...	2.7447
12. Same in California.....	29.9447
13. Aggregate length of track belonging to this company computed as single track.....	29.9447
14. Same in California.....	29.9447
15. Total length of steel rail in tracks belonging to this company, not including steel top rail.....	All iron rail, 56 lbs. per yard, 88 tons per mile.
16. Number of spans of bridges of twenty-five feet and upwards in California.....	3
18. Number of wooden bridges (aggregate length, 2,063 feet) in California. Bridges built within the year in California.....	42
19. Number of crossings of highways at grade in California.....	None.
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	17

ROLLING STOCK.

(Rolling stock furnished by lessees.)

MILEAGE, TRAFFIC, ETC.

(See lessees' report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of	Date	Due	In what Money Payable.		Interest.		Authorized amount.
			Interest	Principal	Rate	Payable	
1st Mortg'e.	July 1, 1877.	Jan., 1907.	Gold.	Gold.	6	Jan. and July.	\$675,000
Total Issued to December 31, 1885.			Accrued Interest during year.			Amount of Bonds Outstanding December 31, 1885.	
\$675,000			\$40,500			\$675,000	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1885.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Roadway— Single and Double Track.		Reduced to Single Track.			
				Single.		Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—		Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Galt	Ione		27,2000	27,2000	27,2000	2,7447	(b) 29,9447	29,9447
Total on whole road, Dec. 31, 1885.....				27,2000	27,2000	27,2000	2,7447	29,9447	29,9447
December 31, 1885.									
The length of rail is double the length of single track, column (b) above.				Within State.			Total.		
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
				59,8894	44,0000	2635,1336	59,8894	44,0000	2635,1336
Length of iron rail									

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

—, President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN, Notary Public.

BERKELEY BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. P. Huntington.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
2. Capital stock authorized by votes of company.....	100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in.....	100,000 00
5. Total amount paid in, as per books of the company.....	100,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	54,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$100,000 00
Interest paid on same during year.....	\$6,000
13. Total amount of funded debt.....	\$100,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	32,850 15
16. Total gross debt liabilities.....	\$132,850 15
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	8,003 25
18. Total net debt liabilities.....	\$124,846 90

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$234,255 09
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PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$234,255 09
31. Total property and assets of the company.....	\$234,255 09

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1885.		
		Invested.	Received During Year.	On Hand Dec. 31, 1885.
First mortgage.....	\$2,000 per annum to be set aside for a sinking Fund, be- ginning in 1881.	\$8,003 25	\$2,000	\$2,000

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$12,400 00
2. Bridging	99 94
18. Total	\$12,499 94
20. Net addition to property account for the year	\$12,499 94

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	\$9,216 00
Less general expenses	2,916 19
	\$6,299 81
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stocks, bonds, steamboat property, trans- portation lines, etc.):	
Sinking fund interest	600 00
19. Total income derived from all sources	\$6,899 81

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Reported by Southern Pacific Railroad Company, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$6,899 81
2. Percentage of same to capital stock and net debt	3 ⁷ / ₁₀₀
3. Percentage of same to total property and assets	2 ³ / ₁₀₀
4. Interest accrued during the year:	
On funded debt	\$6,000 00
On other debt	2,520 17
Total	8,520 17
6. Date of last dividend declared	None.
7. Balance for the year (or deficit)	1,620 36
8. Surplus at commencement of the year	\$11,028 55
9. Surplus at commencement of the year, as changed by aforesaid entries	11,028 55
10. Total surplus December 31, 1885	9,408 19

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by Southern Pacific Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by Southern Pacific Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road	\$234,255 09
Sinking funds in hands of Trustees	8,003 25
Total	\$242,258 34

Credits.

Capital stock	\$100,000 00
Funded debt	100,000 00
Other debts	32,850 15
Profit and loss (profit, if any)	9,408 19
Total	<u>\$242,258 34</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental		\$9,216 00
Interest	\$2,520 17	
Expense	2,916 19	
Coupon interest	6,000 00	
Loss		2,220 36
Totals	<u>\$11,436 36</u>	<u>\$11,436 36</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1878.
From Berkeley to Berryman's	July 1, 1878.
2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.4062
12. Same in California	0.4062
13. Aggregate length of track belonging to this company computed as single track	4.2425
14. Same in California	4.2425
18. Number of wooden bridges (aggregate length, 47 feet) in California	1
Bridges built within the year in California	None.
19. Number of crossings of highways at grade, in California	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
California and Nevada Railroad (narrow gauge), at Adeline Station.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

(None.)

ROLLING STOCK.

(None.)

MILEAGE, TRAFFIC, ETC.

(Included in lessees' report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage		January 1, 1877..	January 1, 1907..	Gold	Gold
Interest.		Authorized Amount.	Total Issued December 31, 1885.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1885.
Rate.	Payable.				
6	Jan. and July..	\$100,000 00	\$100,000 00	\$6,000 00	\$100,000 00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, President.....	San Francisco.
N. T. Smith, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.
J. L. Willcutt.....	San Francisco.
N. E. Brown.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco, California.

The California Pacific Railroad Company was incorporated December 23, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad	January 6, 1865 {	San Francisco and Marysville Railroad	October 26, 1857.
California Pacific Railroad Extension Co. }	April 5, 1869 {	Sacramento and San Francisco Railroad	December 2, 1864.
		Napa Valley Railroad, by purchase	March 2, 1864.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$12,000,000 00
2. Capital stock authorized by votes of company	12,000,000 00
3. Capital stock issued [number of shares, 120,000]; amount paid in	12,000,000 00
5. Total amount paid in, as per books of the company	12,000,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	132
10. Number of stockholders in California	36
11. Amount of stock held in California	7,652,400 00

DEBT.

12. Funded debt as follows:		
Bonds.....		\$6,850,000 00
Interest paid on same during year.....	\$404,092 50	
13. Total amount of funded debt.....		\$6,850,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property ... }		\$1,384,430 62
All other debts, current credit balances, etc.....		
16. Total gross debt liabilities.....		\$8,234,430 62
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances.....		\$691,990 52
18. Total net debt liabilities.....		\$7,542,440 10

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction.....	<i>Construction.</i>	\$18,812,925 66
	<i>Equipment.</i>	

	To December 31, 1885.
	Cost.
12. Locomotives.....	\$145,827 26
16. Passenger cars.....	
Mail cars.....	
Baggage cars.....	256,570 62
17. Freight cars.....	
Other cars.....	
18. Total for equipment.....	\$402,397 88

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

23. Steamboat Property.

Steamer New World.....	} Cost net.	\$315,909 91
Steamer Moulton.....		
Steamer Vallejo.....		
Barge Napa.....		

NOTE.—This plant has been either sold or condemned and broken up. This sum represents the actual loss to the company, for the property is out of sight, and valueless.

26. Total for property purchased, etc. (capital represented in old plant)...	\$315,909 91
27. Whole amount of permanent investments.....	19,215,323 54
30. Cash and cash assets.....	691,990 52
31. Total property and assets of the company.....	\$20,223,223 97

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	} \$2,175 04
2. Bridging.....	
3. Superstructure (including rails).....	
4. Land:	
Fences.....	89 46
5. Passenger and freight stations.....	768 61
9. Locomotives (air brakes).....	3,766 55
15. Purchase of other roads (third mortgage "A" bonds, exchanged for Extension Co. bonds).....	2,000 00
18. Total.....	\$8,799 66

19. Property sold and credited to property account during the year:	
Overcharge on Yountville tank	\$181 59
Material sold	212 21
Extension Co. bonds exchanged for third mortgage "A" bonds.....	3,000 00
Material taken back by Southern Pacific Company.....	13 96
Total.....	<u>\$3,407 76</u>
20. Net addition to property account for the year	<u>\$5,391 90</u>

REVENUE FOR THE YEAR.

(See lessees' report.)

13. Derived from rents for use of road and equipment when leased.....	\$600,000 00
Less general expenses	1,258 25
	<u>\$598,741 75</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$598,741 75
2. Percentage of same to capital stock and net debt.....	3.1%
3. Percentage of same to total property and assets.....	2.1%
4. Interest accrued during the year:	
On funded debt.....	\$403,500 00
On other debt.....	79,631 27
Total.....	<u>483,131 27</u>
7. Balance for the year, surplus	115,610 48
8. Deficit at commencement of the year.....	\$126,817 13
9. Deficit at commencement of the year, as changed by aforesaid entries.....	126,817 13
10. Total deficit, December 31, 1885.....	<u>11,206 65</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessees' report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessees' report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road and steamers	{ \$18,812,925 66 }	\$19,128,835 57
Cost of equipment	{ 315,909 91 }	402,397 88
Cash, cash assets, and other items.....		691,990 52
Profit and loss (loss, if any).....		11,206 65
Total.....		<u>\$20,234,430 62</u>

Credits.

Capital stock.....	\$12,000,000 00
Funded debt.....	6,850,000 00
Other debts	1,384,430 62
Total.....	<u>\$20,234,430 62</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental.....		\$600,000 00
Interest.....	\$483,131 27	
General expenses.....	1,258 25	
Profit.....	115,610 48	
Totals	<u>\$600,000 00</u>	<u>\$600,000 00</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

At sundry dates in years 1868 and 1869, while in hands of contractors who turned the road over to the Railroad Company, January, 1870, who has no records showing the details of the various openings for traffic purposes.

From Vallejo to Sacramento.....
 From Napa Junction to Calistoga.....
 From Davisville to Marysville.....

2. Length of main line of road from Vallejo to Sacramento.....	60.3900
Length of main line in California.....	60.3900
3. Length of line with track laid, if road is not completed.....	Completed.
5. Branches owned by the company.....	2
Names and description of; single or double track:	
Napa branch, Adalante to Calistoga, single track.....	34.4800
Marysville branch, Davis to Knights Landing, single track.....	18.6400
6. Total length of branches owned by the company.....	53.1200
7. Total length of branches owned by the company in California.....	53.1200
10. Total length of road belonging to this company.....	113.5100
11. Aggregate length of siding and other tracks not enumerated above...	25.4145
12. Same in California.....	25.4145
13. Aggregate length of track belonging to this company computed as single track.....	138.9245
14. Same in California.....	138.9245
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds).	
Fifty pounds per yard.....	113.4806
Sixty pounds per yard.....	41.1804
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California.	205
Bridges built within the year in California.....	None.
19. Number of crossings of highways at grade, in California.....	100
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	1
22. Number of highway bridges eighteen feet above track, in California...	1
24. Number of highway crossings at which gates or flagmen are maintained in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	101
27. Number of railroad crossings at grade.....	1
Central Pacific Railroad at Sacramento.	

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives	12	59,367	\$145,827 26
Average weight of engines in working order			
Maximum weight of engines in working order [61,200]	12	32,750	
2. Tenders		92,117	
Average weight of tenders full of fuel and water			\$256,570 62
Max. weight of tenders full of fuel and water [41,000]			
Average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[41.10 feet]			
4. Total length of heaviest engine and tender over all. [51 ft.]	16	39,275	\$402,397 88
6. Passenger cars			
Average weight			
Maximum weight			
[45,000]			
7. Mail and baggage cars	6	31,250	\$256,570 62
8. Eight-wheel box freight cars	37	17,300	
10. Eight-wheel platform cars	152	13,500	
12. Other cars (caboose)	1	18,600	
13. Total market value			
14. Total number of freight cars, including coal, etc., on a basis of eight wheels			189
15. Number of locomotives equipped with train brakes			11
Kind of brake: Westinghouse air.			
16. Number of cars equipped with train brakes			22
Kind of brake: Westinghouse air.			
17. Number of passenger cars with Miller platform and buffer			16

12. TABLE A. FUNDED DEBT.
To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.		Authorized Amount.	Total Issued, December 31, 1885.	Accrued Interest, During Year.	Amount of Bonds Outstanding December 31, 1885.
				Interest.	Principal.	Rate.	Payable.				
First mortgage	-----	Jan. 1, 1867	Jan., 1887	Gold	Gold	7	Jan. and July	\$2,250,000	\$2,250,000	\$157,500	\$2,250,000
Extension Company	-----	May 1, 1869	July, 1889	Gold	Gold	7	Jan. and July	3,500,000	3,500,000	-----	* 3,000
Second mortgage	-----	Aug. 9, 1871	Jan., 1891	Gold	Gold	6	Jan. and July	1,600,000	1,600,000	96,000	1,600,000
Third mortgage †	A	July 1, 1875	July, 1905	Gold	Gold	6	Jan. and July	2,000,000	1,997,000	120,000	+1,997,000
Third mortgage	B	July 1, 1875	July, 1905	Gold	Gold	3	Jan. and July	1,000,000	1,000,000	30,000	1,000,000
								\$10,350,000	\$10,347,000	\$403,500	\$6,850,000

* Interest ceased on these January 1, 1874.

† Interest on the unissued \$3,000 of the bonds is accumulating, to be paid to the holders of the \$3,000 outstanding Extension Company bonds, when they shall send them in to exchange for third mortgage bonds of series "A." The interest is consequently charged up each half year.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

221

Length of Track December 31, 1885.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.			Length of Roadway—Single and Double Track.			Reduced to Single Track.		
			Iron.	Steel.	Iron.	Steel.	Iron and Steel.		Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.
Main line within State	Vallejo	Sacramento	13.6346	46.7554	13.6346	46.7554	60.3900	13.6346	46.7554	17.3278	46.7554
Napa Branch	Adalante	Calistoga	23.9153	10.5647	23.9153	10.5647	34.4800	23.9153	10.5647	4.2498	10.5647
Marysville Branch	Davis	Knights' Lndg.	13.6296	5.0104	13.6296	5.0104	18.6400	13.6296	5.0104	3.8369	5.0104
Total on whole road, December 31, 1885			51.1795	62.3305	51.1795	62.3305	113.5100	51.1795	62.3305	25.4155	62.3305
Total constructed during year										0.4340	0.4340
Total within the State constructed during year										0.4340	0.4340
December 31, 1885— Within the State.											
The length of rail is double the length of single track, columns (b) and (c) above.			Length in Miles.			Average Weight per Mile (Tons).			Total Weight (Tons).		
Length of iron rail			153.1880			40.			6127.5200		
Length of steel rail			124.6610			39.9904			4985.2413		
Total length of iron rail laid during the year in construction of sidings			0.8680			40.			34.7200		
Total length of steel rail laid during the year			11.2052			43.6296			488.8443		
Total length of iron rail replaced by steel rail during the year			11.2052			43.6296			488.8443		

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were paid to the contractors who built the road, as stipulated in the written contract. This company has not kept any records of such grants or donations, and has no information whereby entries can now be made in the books.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of the way was donated, but details cannot be given.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

C. C. Burr, President.....	Boston, Massachusetts.
S. W. Reynolds, Treasurer and Assistant Secretary.....	Boston, Massachusetts.
J. H. Goodspeed, Auditor.....	Boston, Massachusetts.
J. N. Victor, Superintendent.....	National City, California.
F. H. Pattee, Secretary and Cashier.....	National City, California.
A. B. Lawrie.....	Boston, Massachusetts.
Frank A. Kimball.....	National City, California.
M. A. Luce.....	San Diego, California.

BUSINESS ADDRESS OF THE COMPANY.

California Southern Railroad Company.....National City, California.

The California Southern Railroad Company was incorporated December 28, 1880, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

Names of Railroad Companies.	Dates of Incorporation.
California Southern Railroad Company.....	October 12, 1880.
California Southern Extension Railroad Company.....	May 23, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$4,400,000 00
2. Capital stock authorized by votes of company.....	4,400,000 00
3. Capital stock issued [number of shares, 30,376]; amount paid in.....	3,037,600 00
4. Capital stock paid in on shares not issued [number of shares, —].....	None.

5. Total amount paid in, as per books of the company	\$3,037,600 00
6. Amount of capital stock issued but not full paid	None.
7. Amount per share still due thereon	None.
8. Par value of shares issued	\$100 00
9. Total number of stockholders	245
10. Number of stockholders in California	3
11. Amount of stock held in California	600 00

DEBT.

12. Funded debt as follows:	
Bonds; first mortgage	\$3,101,000 00
Interest paid on same during year	None.
Certificates of indebtedness	None.
Interest paid on same during year	None.
13. Total amount of funded debt	\$3,101,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	\$1,532,257 14
All other debts, current credit balances, etc.	502,170 57
15. Total amount of unfunded debt	\$2,034,427 71
16. Total gross debt liabilities	\$5,135,427 71
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$12,795 87
Materials and supplies on hand	97,225 43
Other securities and debt balances	77,738 92
	\$187,760 22
18. Total net debt liabilities	\$4,947,667 49
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company	None.
20. Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$1,228,107 03
2. Bridging	317,317 63
3. Superstructure, including rails	1,827,659 51
4. Land	54,035 35
Land damages	\$29,697 54
Fences	24,337 81
5. Passenger and freight stations and water stations	48,790 28
6. Engine houses, car sheds, and turntables	18,648 64
7. Machine shops, including machinery and tools	55,059 48
8. Interest, and discount on securities	4,295,218 45
9. Engineering	138,154 74
Agencies, salaries, and other expenses during construction	181,607 72
Telegraph line	26,085 58
Wharves and storehouses	49,756 65
11. Total cost of construction	\$8,240,441 06

Equipment.

	Number	To December 31, 1885. Cost.
12. Locomotives	7	\$87,893 70
16. Passenger cars	7	35,646 04
Mail and baggage	3	12,139 57
17. Freight cars	78	61,223 89
Other cars	26	7,411 56
18. Total for equipment		\$204,314 76

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

(None.)

20. *Stock of other Roads.*

(None.)

21. *Bonds of other Roads.*

(None.)

22. *Other Securities.*

	To December 31, 1885.	
	Nominal Am't.	Price Paid.
San Diego Land and Town Company stocks (donated to the company and taken into the accounts at par).....	\$9,600 00	\$9,600 00
California Southern Railroad stock	800 00	160 00
Total		\$9,760 00

23. *Steamboat Property.*

	To December 31, 1885.	
	Nominal Am't.	Price Paid.
One steam tug and four lighters	\$8,917 86	\$8,917 86

24. *Investments in Transportation Lines.*

(None.)

25. *Other Property Purchased.*

(None.)

26. Total for property purchased, etc.	\$18,677 86
27. Whole amount of permanent investments	8,444,755 82
28. Property in California	\$8,463,433 68
29. Amount of supplies and materials on hand	97,225 43
30. Cash and cash assets	90,534 79
31. Total property and assets of the company	\$8,651,193 90

32. *Sinking and Contingent Funds.*

(None.)

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$480,996 19
2. Bridging	113,646 14
3. Superstructure, including rails	668,663 82
4. Land	19,270 49
Land damages	\$11,411 78
Fences	7,858 71
5. Passenger and freight stations	3,511 14
Woodsheds and water stations	11,716 18
6. Engine houses, car sheds, and turntables	4,735 90
7. Machine shops	5,874 44

8. Engineering, agencies, salaries, and other expenses during construction.....	\$281,086 33
Telegraph	10,090 40
Storehouses	80 45
14. Freight and other cars	1,605 81
15. Purchase of other roads	None.
16. Any other expenditures charged to property account	None.
17. Total	\$1,601,277 29
19. Property sold and credited to property account during the year:	
One boarding car (burned)	829 99
20. Net addition to property account for the year	\$1,600,447 30

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$70,044 31
2. Derived from passengers from and to other roads, over roads operated by this company.....	2,998 69
5. Derived from express and extra baggage.....	2,144 01
6. Derived from mails.....	7,770 88
7. Total earnings from passenger department.....	\$82,957 89
8. Derived from local freight on roads operated by this company.....	\$77,293 60
10. Derived from freight from and to other roads on joint tariff.....	3,920 10
11. Derived from other sources belonging to freight department.....	381 46
12. Total earnings from freight department.....	\$81,595 16
13. Derived from rents for use of road and equipment when leased.....	None.
14. Total transportation earnings.....	\$164,553 05
15. Earnings per mile of road operated	\$1,265 80
16. Earnings per train mile (total passenger and freight).....	1 34
17. Income derived from rent of property, other than road and equipment:	
Rent of buildings.....	21 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.):	
Profit on labor in shops for outside parties.....	319 92
19. Total income derived from all sources.....	\$164,893 97

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$9,450 82
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	21,761 34
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	875 94
4. Telegraph expenses.....	3,373 66
5. Total	\$35,461 76
6. Proportion belonging to passenger department.....	\$17,877 69
7. Proportion belonging to freight department	17,584 07

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$45,262 60
3. Steel rails laid, deducting old rails taken up. (Number of miles, 0.250; weight per yard, 56 pounds).....	416 02
4. New ties (number, 1,702); cost.....	391 55
5. Repairs of bridges.....	5,292 14
6. Repairs of buildings and fixtures (stations and turntables).....	3,277 84
7. Repairs of and additions to machine shops and machinery.....	6,321 00
8. Repairs of fences, road crossings, and signs.....	105 70
10. Repairs of locomotives.....	8,387 13
14. Fuel for engines and cars:	
Number of cords of wood, 11; cost	\$67 20 }
Number of tons of coal, 3,117; cost	26,364 34 }
	26,431 54

15. Water and water stations.....	\$793 72
17. Oil and waste.....	1,595 50
19. Total	<u>\$98,274 74</u>
20. Proportion of same to passenger department.....	\$49,544 23
21. Proportion of same to freight department.....	48,730 51
22. Of the above there was expended for other than ordinary repairs.....	22,667 26

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$3,119 72
4. Salaries, wages, and incidentals of passenger trains.....	10,337 00
5. Salaries, wages, and incidentals of passenger stations.....	3,711 89
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same.....	506 33
7. Amount paid other roads for balance of mileage of passenger cars	409 92
8. Total	<u>\$18,084 86</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$2,085 07
Repairs of dump and work cars.....	172 45
3. Damages and gratuities, freight.....	81 89
4. Salaries, wages, and incidentals of freight trains.....	10,167 22
5. Salaries, wages, and incidentals of freight stations.....	3,650 93
6. Paid corporations or individuals not operating road for use of freight cars.....	15 36
7. Amount paid other roads for balance of mileage of freight cars.....	725 46
8. Total	<u>\$16,898 38</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	<u>\$168,719 74</u>
10. Per train mile (total passenger and freight)	\$1,378
11. Percentage of expenses to total transportation earnings.....	102
12. Amount paid other companies as rent for use of road (specifying each company, the amount, and basis on which rent is computed):	
Southern Pacific Company:	
Rent of road from Colton to Los Angeles, November 29 to De- cember 31, 57½ miles, at \$1,200 per mile per annum.....	6,133 33
Atchison, Topeka, and Santa Fe Railroad Company:	
Rent of equipment.....	4,404 91
13. Total expenses.....	<u>\$179,257 98</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income (deficit).....	\$14,364 01
7. Balance for the year (deficit).....	14,364 01
8. Surplus at commencement of the year.....	\$492,530 20
9. Surplus at commencement of the year, as changed by aforesaid entries.....	492,530 20
10. Total surplus, December 31, 1885.....	<u>\$478,166 19</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$82,957 89
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	17,877 69
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	49,544 23
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	18,084 86
6. Total expenses.....	<u>\$85,506 78</u>
8. Net earnings (deficit)	<u>2,548 89</u>

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$81,595 16
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	17,584 07

4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses" as per Class II, No. 21.....	\$48,730 51
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	16,898 38
6. Total expenses.....	\$83,212 93
8. Net earnings (deficit).....	1,617 80

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road.....	\$8,240,441 06
Cost of equipment.....	204,314 76
Other investments.....	18,677 86
Supplies and materials on hand.....	97,225 43
Cash, cash assets, and other items.....	90,534 79
Cash.....	\$12,795 87
Debit balances.....	77,738 92
Total.....	\$8,651,193 90
<i>Credits.</i>	
Capital stock.....	\$3,037,600 00
Funded debt.....	3,101,000 00
Other debts:	
Coupons unpaid.....	\$372,270 00
Notes payable.....	1,532,257 14
Accrued interest.....	35,315 24
Vouchers and payrolls.....	87,803 63
Sundry accounts.....	6,781 70
Profit and loss (profit, if any).....	2,034,427 71
.....	478,166 19
Total.....	\$8,651,193 90

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
1885—January 1, by balance brought forward.....		\$492,530 20
December 31, by total revenue for 1885.....		164,893 97
<i>Contra.</i>		
December 31, to total expenses for 1885.....	\$179,257 98	
To balance carried forward.....	478,166 19	
	\$657,424 17	\$657,424 17
1886—January 1, by balance brought forward.....		\$478,166 19

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook.....	Jan. 2, 1882.
From National City to Temecula.....	March 27, 1882.
From National City to 105 Mile Siding.....	April 24, 1882.
From National City to 109 Mile Siding.....	July 10, 1882.
From National City to 116 Mile Siding.....	July 28, 1882.
From National City to Riverside.....	Aug. 12, 1882.
From National City to Colton.....	Aug. 21, 1882.
From National City to San Bernardino.....	Sept. 13, 1883.
From National City to Barstow.....	Nov. 15, 1885.
2. Length of main line of road from National City to Barstow.....	210.423 miles.
Length of main line in California.....	210.423 miles.
5. Branches owned by the company.....	None.
10. Total length of road belonging to this company.....	210.423 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	10.910 miles.
12. Same in California.....	10.910 miles.
13. Aggregate length of track belonging to this company computed as single track.....	221.333 miles.
14. Same in California.....	221.333 miles.

15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail:	
Weight per yard, 50 pounds.....	264.028 miles.
Weight per yard, 56 pounds.....	9.986 miles.
Weight per yard, 57½ pounds.....	14.936 miles.
Weight per yard, 61 pounds.....	153.716 miles.
	442.666 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.	6
17. Number of iron bridges (aggregate length, 164 feet), in California	1
18. Number of wooden bridges (aggregate length, 23,715 feet), in California	241
Bridges built within the year in California.....	None.
19. Number of crossings of highways at grade, in California.....	77
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	77
27. Number of railroad crossings at grade.....	1
Southern Pacific, at Colton.	
28. Number of the railroad crossings over the roads.....	None.
29. Number of railroad crossings under other railroads	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	
Southern Pacific..	Colton.	Los Angeles.	57.5	Sept., 1885.		\$1,200 per mile per annum for one half use of track, to be operated conjointly.

31. Total length of above roads.....	57.50
32. Total length of above roads in California.....	57.50
33. Total length of above roads in other States.....	None.
34. Total miles of road operated by this company.....	267.923
35. Total miles of road operated by this company in California.....	267.923
36. Number of stations on all roads operated by this company.....	41
37. Number of stations on all roads owned by this company.....	30
38. Same in California.....	30
39. Miles of telegraph on line of road operated by this company.....	210.423
40. Miles of telegraph owned by this company.....	210.423
41. Number of telegraph offices in company stations.....	10
42. Number of telegraph stations operated by this company.....	10

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	7		\$87,500 00
Average weight of engines in working order.....		61,120	
Maximum weight of engines in working order. [77,475]			
2. Tenders.....	7		
Average weight of tenders full of fuel and water.....		37,405	
Maximum weight of tenders full of fuel and water [56,900]			
Average joint weight of engines and tenders.....		98,525	
6. Passenger cars.....	7		35,000 00
Average weight.....		34,475	
Maximum weight..... [35,110]			
7. Mail and baggage cars.....	3	32,700	12,000 00
8. Eight-wheel box freight cars.....	31	20,500	25,000 00
10. Eight-wheel platform cars.....	47	17,600	35,000 00
12. Other cars.....	26		7,500 00
13. Total market value.....			\$202,000 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	3
Kind of brake: Westinghouse.	
16. Number of cars equipped with train brakes	9
Kind of brake: Westinghouse.	
17. Number of passenger cars with Miller platform and buffer	7

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains and freight trains, mixed	122,394
2. Rate of speed of express passenger trains, including stops	25 miles per hour.
3. Rate of speed of accommodation trains, including stops	14 miles per hour.
4. Miles run by freight trains	See above.
7. Miles run by other trains, and for what purpose:	
Switching	16,623
Work trains	17,874
Pay and special	5,268
8. Total train miles run	162,159
9. Total number of passengers carried	23,707
Number of through passengers going east (or north)	177
Number of through passengers going west (or south)	278
Number of local passengers going east (or north)	11,403
Number of local passengers going west (or south)	11,849
10. Total passenger mileage, or passengers carried one mile	1,818,087
11. Passenger mileage to and from other roads	60,607
Average number of miles traveled by each local passenger	76
Average number of miles traveled by each through passenger	133
Average number of miles traveled by each passenger, through and local	77
12. Number of tons freight carried (not including gravel)	28,202
Number of tons freight from other States, carried	583
Number of tons freight in this State, carried	27,619
Number of tons freight produced in this State, carried	14,643
Number of tons of each class of freight produced in this State, carried:	
Grain	1,099
Flour	278
Fruit	571
Hay	225
Wool	262
Lumber	10,557
Honey	366
Lime	175
Miscellaneous	1,110
Total	14,643
13. Total freight mileage, or tons carried one mile	2,288,300
14. Freight mileage to and from other roads	90,901
15. Highest rate of fare per mile for any distance (excluding one mile)	6 cents.
16. Lowest rate of fare per mile for any distance (single fare)	3 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	3.98 cents.
20. Average rate of fare per mile for all passengers	4.02 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company	3.51 cents.
24. Average rate of freight per ton per mile to and from other roads	4.30 cents.
25. Average rate of freight per ton per mile for all	3.54 cents.
Average rate of freight per ton per mile, products of this State	3.44 cents.
Average rate of freight per ton per mile, products of other States	4.15 cents.
26. Average number of cars in passenger trains (including baggage cars)	3
27. Average number of cars in freight trains—basis of eight-wheel	7
30. Number of persons regularly employed by company, including officers.	173
Average monthly pay of employes, other than officers	\$51 00
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	100
Average monthly pay of freight conductors	
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	55 00
Average monthly pay of mechanics in shops	72 00
Average monthly pay of laborers	50 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employés	2	2	-----	-----	-----	-----	2	2

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

September 11, 1885—Chinaman, name unknown, laborer; killed by the falling of a rock.
 October 13, 1885—R. E. Haywood, engineer; killed in collision.
 November 26, 1885—W. H. Barthling, brakeman; injured inside and thumb broken; train broke in two.
 December 14, 1885—W. H. Clune, brakeman; injured on head and hand bruised; train broke in two.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage...	1	1882	1922	Gold -----	Gold -----	6	January and July.
Authorized Amount.	Total Issued December 31, 1885.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1885.		
		To December 31, 1884.	During Year.	Overdue.			
\$3,101,000	\$3,101,000	\$186,210	\$186,060	\$372,270	\$3,101,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Length of Track, December 31, 1885.						
		Single.	Length of Roadway, Single and Double Track.	Reduced to Single Track.			Track and Sidings.	
				Track.	Sidings.	Track.	Iron.	Steel.
Main Line and Branches.	From—	To—	Steel.	Steel.	Iron.	Steel.	Iron.	Steel.
Main line within State	National City.	Barstow	210.423	210.423	1.910	210.423	(b) 1.910	(c) 219.423
								221.333
December 31, 1885.								
The length of rail is double the length of single track, columns (b) and (c) above.			Within the State.			Total.		
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail			3,820	39	150	3,820	39	150
Length of steel rail			438.846	43	18,685	438.846	43	18,685
Total length of steel rail laid during the year			168.944	47	8,025	168.944	47	8,025

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Disposed of—Cash realized.	Amount Held by Company as an Investment.	Remarks.
Subscriptions of the citizens of San Diego to apply towards the payment of right of way	\$10,000 00	\$29,210 82	-----	Credited in construction to the cost of right of way.
Subscriptions of the citizens of San Bernardino to apply towards the payment of right of way	19,210 82	-----	-----	Credited in construction to the cost of right of way.
Capital stock of the San Diego Land and Town Company—7,404 shares	740,400 00	-----	\$9,600 00	7,308 shares were distributed among the stockholders.

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals	Right of way, 551.584 acres	\$6,478 00
San Diego Land and Town Company	Right of way, 32.371 acres	9,729 29
Colton Land and Water Company	Right of way, 3.786 acres	378 60
City of San Diego	Right of way, 19.109 acres	411 85
State of California	Right of way, 46.336 acres	57 71
Individuals	Depot grounds, 218.665 acres	61,875 82
San Diego Land and Town Company	Depot grounds, 45.481 acres	15,900 85
City of San Diego	Depot grounds, 1.268 acres	507 20
State of California	Depot grounds, 10.00 acres	12 50
Total	-----	\$95,352 02

STATE OF MASSACHUSETTS, } ss.
County of Suffolk. }

S. W. Reynolds, Treasurer of the California Southern Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

S. W. REYNOLDS, Treasurer.

Subscribed and sworn to before me this twenty-eighth day of April, 1886.

GEORGE S. GOODWIN, Notary Public.

STATE OF MASSACHUSETTS, } ss.
County of Suffolk. }

I, Charles C. Burr, President of the California Southern Railroad Company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under my direction and supervision; that I, the deponent, have carefully examined the same, and that as now furnished by me to

the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of my knowledge, and, as I verily believe, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHARLES C. BURR.

Subscribed and sworn to before me, this eighteenth day of May, 1886.

STEPHEN W. REYNOLDS, Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco, Cal.
C. P. Huntington, First Vice-President.....	23 Broad Street, New York, N. Y.
Charles Crocker, Second Vice-President.....	23 Broad Street, New York, N. Y.
Timothy Hopkins, Treasurer.....	San Francisco, Cal.
E. H. Miller, Jr., Secretary.....	San Francisco, Cal.
Charles F. Crocker.....	San Francisco, Cal.
Moses Hopkins.....	San Francisco, Cal.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....	San Francisco, Cal.
No. 23 Broad Street.....	New York, N. Y.

The Central Pacific Railroad Company was incorporated August 22, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

- Central Pacific Railroad Company, consolidated June 23, 1870.
Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864.)
The Western Pacific Railroad Company, chartered December 13, 1862.
San Francisco Bay Railroad Company, chartered September 25, 1868. } The Western Pacific Railroad Company, consolidated November 2, 1869.
- California and Oregon Railroad Company, consolidated December 18, 1869.
California and Oregon Railroad Company, chartered June 30, 1865.
Marysville Railroad Company, chartered November 29, 1867. } California and Oregon Railroad Company, consolidated January 16, 1868.
Yuba Railroad Company, chartered November 17, 1862.
- San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
San Francisco and Alameda Railroad Company, chartered March 25, 1863.
San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863. } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
San Francisco and Oakland Railroad Company, chartered October 21, 1861.
- San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
2. Capital stock authorized by votes of company.....	100,000,000 00
3. Capital stock issued [number of shares, 592,755]; amount paid in.....	59,275,500 00
4. Capital stock paid in on shares not issued [number of shares].....	None.
5. Total amount paid in, as per books of the company.....	59,275,500 00
6. Amount of capital stock issued but not full paid.....	None.
7. Amount per share still due thereon.....	None.
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	2,237
10. Number of stockholders in California.....	Have no means of telling the residence of owners.

DEBT.

12. Funded debt, as follows:		
Bonds		\$58,264,000 00
Interest paid on same during year, accrued to Dec. 31, '85. \$3,494,697 76		
13. Total amount of funded debt		\$58,264,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property }	\$3,605,054 28	
All other debts, current credit balances, etc. }		
United States bonds	27,855,680 00	
15. Total amount of unfunded debt	\$31,460,734 28	
16. Total gross debt liabilities	89,724,734 28	
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	\$7,234 86	
Sinking funds (company's)	8,276,076 17	
Other securities and debt balances	2,499,283 91	
United States sinking fund and transportation account	9,996,947 85	
	\$20,779,542 79	
18. Total net debt liabilities	\$68,945,191 49	
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):		
California Pacific Railroad Company:		
1,600 bonds, \$1,000 each, at six per cent, principal and interest guaranteed	\$1,600,000 00	
4,000 bonds, \$500 each, at six per cent.	2,000,000 00	
2,000 bonds, \$500 each, at six per cent.	1,000,000 00	
Stockton and Copperopolis Railroad Company:		
1,000 bonds, \$500 each, at five per cent, principal and interest guaranteed	500,000 00	
San Pablo and Tulare Railroad Company:		
1,023 bonds, \$1,000 each, at six per cent, principal and interest guaranteed	1,023,000 00	
Northern Railway Company:		
3,964 bonds, \$1,000 each, at six cent, principal and interest guaranteed	3,964,000 00	
	\$10,087,000 00	

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

CONSTRUCTION.	To December 31, 1885.
1. Grading and masonry	These items havenot been kept separate, and cannot be shown in detail.
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	\$142,307,327 02
11. Total cost of construction	

EQUIPMENT.	Number.	To December 31, 1885.
		Cost.
12. Locomotives	234	\$2,941,006 81
13. Snow plows on wheels	9	37,536 02
14. Parlor cars, officers'	5	
15. Sleeping cars, first class	47	
16. Passenger cars—passenger, 148; emigrant, 71	219	1,692,982 65
Mail cars	59	
Baggage cars and express		
17. Freight cars	4,444	3,806,140 83
Other cars	569	95,541 53
18. Total for equipment—engines, 234; and cars	5,352	\$8,573,207 84

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

	To December 31, 1885.	
Real estate		\$1,516,045 21

20. Stock of other roads.

(Included in other securities.)

21. Bonds of other roads.

(Included in other securities.)

22. Other securities.

(Included in other securities.)

23. Steamboat property:

Ferry steamers—Alameda, Amador, Capital, El Capitan, Julia, Oakland, Piedmont, Thoroughfare, and Transit. (The cost of ferry steamers is included in construction account.)

River steamers—Apache, Enterprise, Modoc. Barges—Ace of Spades and Yolo. (River steamers and barges were purchased by the company, in connection with real estate and other property, and the cost of each cannot be stated; the cost of the whole was on December 31, 1885, \$651,186 54.)

24. Investment in transportation lines.

(Included in other securities.)

25. Other property purchased.

	To Dec. 31, 1885.
Shops and rolling mill at Sacramento (other shops included in construction account)	\$1,229,490 54
Machinery and tools in shops	1,164,471 08
Total	\$2,393,961 62

26. Total for property purchased, etc.	\$4,561,193 37
27. Whole amount of permanent investments	\$155,441,728 23
30. Cash and cash assets	20,779,542 79
31. Total property and assets of the company*	\$176,221,271 02

* Does not include land granted to the company, nor unpaid balances on land sales.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

No.	Applicable to Redemption of what Bonds.		Received During Year 1885.	On Hand December 31, 1885.
	Character.	Series.		
2	California State Aid Bonds.....		\$15,344 74	\$262,282 23
3	First mortgage C. P. R. R. bonds.....	A to D.....	163,500 54	1,428,517 53
4	First mortgage C. P. R. R. bonds.....	E to I.....	138,321 33	1,126,204 47
5	First mortgage Western Pacific bonds.....	A and B.....	50,193 50	335,379 88
6	First mortgage California and Oregon.....	A and B.....	204,616 23	1,387,647 28
7	Income bonds.....		524,201 65	2,781,960 55
8	San Francisco, Oakland and Alameda bonds.....		47,569 35	602,722 82
9	San Joaquin Valley R. R. bonds.....		73,784 66	351,361 41
	Totals.....		\$1,217,532 00	\$8,276,076 17

In addition to the above there are the following funds for the redemption of the company's bonds:

Cash in hands of Trustees for the land grant mortgage, to redeem land bonds.....	\$1,107,246 75
Sinking Fund Bonds and cash in the United States Treasury.....	2,943,291 43

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails, sidings.....	\$6,751 40
4. Land.....	22 06
5. Passenger and freight stations.....	5,265 90
9. Locomotives, air brake attachment.....	94,676 51
Repairs of locomotive, "Wm. Penn," No. 175.....	184 69
14. Freight and other cars, air brake attachment.....	188,687 86
17. Any other expenditures charged to property account:	
Tree culture.....	601 95
Filling at Sacramento.....	42 99
Signal and switch system at Oakland.....	75,450 88
Filling in Mission Bay, San Francisco.....	1,510 50
New machinery and tools for shops.....	111,556 84
Construction, Oregon Division.....	310,936 25
18. Total.....	\$795,687 83
19. Property sold and credited to property account during the year:	
Building, Second and King Streets, San Francisco.....	\$40 00
Land at Elk Grove.....	50 00
Land at Stockton.....	300 00
Lot at Marysville.....	600 00
Lot at Red Bluff.....	155 00
Lots in Merced.....	1,140 00
Lot in Wadsworth.....	53 00
Engine, "Wm. Penn," No. 175.....	1,000 00
Cars wrecked.....	786 91
Old material from river steamers and barges.....	489 92
Fifty dump cars.....	7,500 00
	\$12,114 83
20. Net addition to property account for the year.....	\$783,573 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$4,772,431 68
2. Derived from passengers from and to other roads, over roads operated by this company.....	
3. Derived from other roads as tolls for use of passenger cars and engines.....	38,227 46
4. Derived from other sources belonging to passenger department—sleeping cars.....	101,006 44
5. Derived from express and extra baggage.....	261,886 46
6. Derived from mails.....	412,725 46
7. Total earnings from passenger department.....	\$5,586,277 50

8. Derived from local freight on roads operated by this company, included in No. 10	\$8,570,392 60
9. Derived from other roads as tolls for use of freight cars and engines..	27,222 30
10. Derived from freight from and to other roads on joint tariff.....	Included in 8.
12. Total earnings from freight department	\$8,597,614 90
13. Derived from rents of road and equipment when leased:	
Miscellaneous earnings	\$73,320 96
Telegraph earnings.....	65,503 37
Rental earnings	61,703 83
14. Total transportation earnings	\$14,384,420 56
15. Earnings per mile of road operated (1,649.86 miles).....	\$8,718 57
16. Earnings per train mile (total passenger and freight).....	2 30
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Earnings and operating expenses for line south of Goshen, months of January and February	17,262 02
Land bonds redeemed.....	273,000 00
Interest on sinking funds	614,032 00
Dividends on investments.....	7,200 00
Non-trust lands.....	1,946 00
Net earnings of steamer division.....	7,370 85
19. Total income derived from all sources	\$15,306,231 43

NOTE.—The C. P. R. R. Co., for January and February, received earnings on the 2,802.45 miles of road, but to make this table valuable for future comparison, the earnings for the 1,649.86 miles only are stated for the whole year.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$702,861 59
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expenses of Superintendent	89,912 74
Office expense	254,784 13
Stationery and printing	39,502 63
Advertising	24,687 79
Miscellaneous expense	63,447 98
Engineering.....	14,502 20
General expense.....	635,905 02
Legal expenses	193,014 63
Betterments and additions.....	91,758 40
Land department expenses.....	63,470 62
Loss from shrinkage in price, and deterioration of materials and supplies sold	91,370 62
Loss from old accounts, uncollectible.....	8,741 67
Balance of operating expenses over earnings for periods prior to April first, adjusted subsequently	217,759 29
3. Insurance premiums and losses by fire, and damages for fires set by engines	28,244 43
4. Telegraph expenses.....	106,331 48
5. Total	\$2,626,295 22
6. Proportion belonging to passenger department, 39.31 per cent.	\$1,032,396 65
7. Proportion belonging to freight department, 60.69 per cent.	1,593,898 57

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$529,133 23
Number of miles, 6.81; weight per yard, 50 pounds }	37,940 53
Number of miles, 5.78; weight per yard, 60 pounds }	90,633 16
4. New ties. (Number, 210,518); cost.....	95,351 51
5. Repairs of bridges	
6. Repairs of buildings and fixtures (stations and turntables) }	40,322 67
7. Repairs of and additions to machine shops	
7½. Repairs of snowsheds.....	15,047 67
8. Repairs of fences (road crossings, and signs, included in No. 1)	24,438 52
9. Removing ice and snow, watching, etc.	14,849 90

10. Repairs of locomotives	\$297,666 05
12. Repairs of snow plows	347 39
12½. Repairs of machinery and tools	32,074 02
13½. Wharf service	40,053 18
13. New snow plows	Charged to operating expenses.
14. Fuel for engines (cars charged to train service):	
Number of cords of wood, 53,986½; cost	255,980 65
Number of tons of coal, 147,780; cost	847,968 84
15. Water and water stations	58,083 66
16. Fuel for stations and shops:	
For shops	Charged pro rata to work.
For stations	Charged station service.
17. Oil and waste and tallow	25,496 84
18. Switchmen, watchmen, flag and signalmen	Included in train service.
19. Total	<u>\$2,406,387 82</u>
20. Proportion of same to passenger department, 39.31 per cent	\$945,557 95
21. Proportion of same to freight department, 60.69 per cent	1,459,829 87

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$168,698 13
2. New passenger, mail, and baggage cars, charged to operating expenses	None.
3. Damages and gratuities, passengers and property	16,290 13
4. Salaries, wages, and incidentals of passenger trains	528,577 10
Salaries, wages, and incidentals of ferries	300,745 79
5. Salaries, wages, and incidentals of passenger stations	222,521 88
7. Amount paid other roads for balance of mileage of passenger cars and engines	45,531 28
8. Total	<u>\$1,282,364 31</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$267,819 93
Repairs of dump and work cars	1,012 84
2. New freight cars, charged to operating expenses	None.
3. Damages and gratuities, freight	8,764 99
4. Salaries, wages, and incidentals of freight trains	631,855 61
Salaries, wages, and incidentals of ferries	105,241 26
5. Salaries, wages, and incidentals of freight stations	411,679 51
7. Amount paid other roads for balance of mileage of freight cars and engines	58,146 29
8. Total	<u>\$1,484,520 43</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$7,798,567 78
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Amador Branch Railroad	43,000 00
Berkeley Branch Railroad	9,216 00
California Pacific Railroad	600,000 00
Northern Railway, and steamer	570,000 00
San Pablo and Tulare Railroad	165,600 00
Sacramento and Placerville Railroad	7,200 00
Stockton and Copperopolis Railroad	35,417 70
Union Pacific Railroad	10,336 08
13. Total expenses	<u>\$9,239,337 51</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income (not including interest)	\$5,178,861 92
2. Percentage of same to capital stock and net debt	4.04
3. Percentage of same to total property and assets	2.96
4. Interest accrued during the year:	
On funded debt	\$3,494,697 76
On other debt	326,776 26
Total	3,821,474 02
5. Dividends declared (— per cent) for the year	None.
6. Date of last dividend declared, February 1, 1884	\$1,778,265 00
7. Balance for the year, or surplus	1,357,387 90

8. Surplus at commencement of the year.....	\$25,223,800 09
Deduct entries made in profit and loss account during the year, not included in the foregoing statement.....	467,398 00
10. Total surplus December 31, 1885	<u>\$26,113,789 99</u>
11. Paid to sinking funds in hands of Trustees and United States	\$1,876,650 83

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$5,586,277 50
2. Per passenger train mile.....	\$2 34
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	\$1,032,896 65
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	945,557 95
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	1,282,364 31
6. Total expenses (not including interest nor rental leased lines).....	<u>\$3,260,318 91</u>
7. Per passenger train mile.....	\$1 37
8. Net earnings (not including interest nor rental leased lines)	\$2,325,958 59
9. Per passenger train mile.....	97

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$8,597,614 90
2. Per freight train mile.....	\$3 01
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	\$1,593,898 57
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	1,459,829 87
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	1,484,520 43
6. Total expenses (not including interest nor rental leased lines)	<u>\$4,538,248 87</u>
7. Per freight train mile.....	\$1 59
8. Net earnings (not including interest nor rental leased lines)	\$4,059,366 03

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road.....	\$142,307,327 02
Cost of equipment.....	8,573,207 84
Other investments.....	4,561,193 37
Sinking funds in hands of Trustees.....	8,276,076 17
Cash, cash assets, and other items:	
United States sinking fund and transportation account.....	9,996,947 85
Stocks and bonds owned.....	1,074,440 22
Bills receivable.....	45,165 34
Accounts receivable.....	272,431 60
Cash on hand.....	7,234 86
Total	<u>\$175,114,024 27</u>
<i>Credits.</i>	
Capital stock.....	\$59,275,500 00
Funded debt.....	58,264,000 00
Other debts:	
Government bonds.....	27,855,680 00
Unclaimed dividends.....	12,837 00
Bills payable and demand loans.....	252,500 00
Accounts payable.....	2,231,703 53
Trustees land grant mortgage.....	1,107,246 75
Sinking fund uninvested.....	767 00
Profit and loss (profit, if any).....	26,113,789 99
Total	<u>\$175,114,024 27</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Balance to credit January 1, 1885	\$25,223,800 09	
Less interest on bonded debt, accrued to December 31, 1884, paid in 1885	1,354,430 00	\$23,869,370 09
Land bonds redeemed with land sales		273,000 00
Interest on company's sinking fund		614,032 00
Sinking fund, etc., in U. S. Treasury (paid by S. P. Co.)		303,914 52
Dividends on investments		7,200 00
Sinking funds of the company (paid by S. P. Co.)		452,625 00
Gross earnings, all lines operated:		
January and February, lines west of El Paso and Ogden, 2,802 ¹ / ₁₀ miles	\$2,935,374 77	
March, lines west of Ogden and north of Goshen, 1,649 ¹ / ₁₀ miles	1,001,234 09	
Total, lines operated to April 1	\$3,936,608 86	
Less operating expenses of said lines for same time, including amount paid leased lines	2,634,776 03	
Net profit to C. P. R. R. and associated lines, 1,649 ¹ / ₁₀ miles, operated by S. P. Co. under lease, April 1 to De- cember 31, 1885		1,301,832 83
		1,482,033 05
Interest on funded debt, accrued to April 1, 1885	\$850,674 17	
Interest on floating debt to April 1, paid during year	225,856 33	
General expense accrued to April 1	399,835 73	
Legal expense accrued to April 1	112,640 20	
Taxes expense accrued to April 1	211,923 53	
Engineering expense accrued to April 1	5,537 81	
Land department expenses	\$63,470 62	
Less receipts non-trust lands	1,946 00	
Loss from shrinkage in price and deterioration of mate- rials and supplies on hand April 1, and sold to S. P. Co.		61,524 62
Loss from old accounts uncollectible, charged off	91,370 62	
Balance of operating expenses over earnings for accounts of periods prior to April 1, 1885, adjusted subsequently ..	8,741 67	
Expenses over earnings for operating Sacramento River steamers, January 1 to April 1, 1885	217,759 29	
Stockton and Copperopolis R. R. Co., net profit, January 1 to April 1, 1885, paid to that company under lease	1,705 00	
Balance	2,645 53	
	26,113,789 99	
	\$28,304,007 49	\$28,304,007 49

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use (eastward):

From Sacramento to Newcastle	Nov. 1, 1864
From Sacramento to Auburn	May 14, 1865
From Sacramento to Clipper Gap	June 19, 1865
From Sacramento to Colfax	Sept. 11, 1865
From Sacramento to Dutch Flat	July 5, 1866
From Sacramento to Alta	July 5, 1866
From Sacramento to Cisco	Dec. 3, 1866
From Sacramento to Truckee	April 3, 1868
From Sacramento to Reno	June 19, 1868
From Sacramento to Wadsworth	July 22, 1868
From Sacramento to Brown's	Aug. 21, 1868
From Sacramento to Oreana	Sept. 20, 1868
From Sacramento to Winnemucca	October 1, 1868
From Sacramento to Argenta	Nov. 19, 1868
From Sacramento to Elko	Jan. 25, 1869
From Sacramento to Carlin	March 15, 1869
From Sacramento to Terrace	May 27, 1869
From Sacramento to Promontory	May 29, 1869
From Sacramento to Ogden	May 29, 1869

1. Date when the road, or portions thereof, were opened for public use (westward):	
From Sacramento to Galt	May 15, 1869
From Sacramento to Lodi	Aug. 4, 1869
From Sacramento to Stockton	Aug. 14, 1869
From Sacramento to San José	Sept. 15, 1869
From Sacramento to Alameda Wharf	Sept. 8, 1869
From Sacramento to San Francisco, about	Dec. 1, 1869
1. Date when the road, or portions thereof, were opened for public use (northward):	
From Roseville Junction to Lincoln	Oct. 24, 1867
From Roseville Junction to Wheatland	Oct. 28, 1867
From Roseville Junction to Yuba	Sept. 19, 1868
From Roseville Junction to Marysville	June 1, 1869
From Roseville Junction to Nelson	May 31, 1870
From Roseville Junction to Chico	July 2, 1870
From Roseville Junction to Sesma	July 11, 1871
From Roseville Junction to Tehama	Aug. 28, 1871
From Roseville Junction to Red Bluff	Dec. 6, 1871
From Roseville Junction to Redding	Sept. 1, 1872
From Roseville Junction to Delta	Sept. 1, 1884
1. Date when the road, or portions thereof, were opened for public use (southward):	
From Lathrop to Modesto	Nov. 8, 1870
From Lathrop to Merced	Jan. 25, 1872
From Lathrop to Sycamore	April 1, 1872
From Lathrop to Fresno	May 28, 1872
From Lathrop to Goshen	Aug. 1, 1872
2. Length of main line of road from Oakland wharf to terminus near Ogden	872.0769
Length of main line in California	273.7069
Length of main line in other States	598.3700
5. Branches owned by the company	4
Names and description of; single or double track:	
Oregon Branch, Roseville to near Delta, single track	192.1009
Visalia Branch, Lathrop to Goshen, single track	146.0796
San José Branch, Niles to San José	17.5363
Oakland Branch, Oakland Pier to Brooklyn	4.84
Oakland Branch, Oakland Pier to Melrose	8.12
Alameda Branch, drawbridge to Seventh and Harrison	0.49
Alameda Branch, Mastic to Alameda Wharf	1.88
Alameda Branch, Fernside to Brooklyn	1.98
6. Total length of branches owned by the company	373.0268
7. Total length of branches owned by the company in California	373.0268
9. Length of double track on branches	7.7200
10. Total length of road belonging to this company	1,245.1037
11. Aggregate length of siding and other tracks not enumerated above	229.9911
12. Same in California	163.0826
13. Aggregate length of track belonging to this company computed as single track	1,482.8148
14. Same in California	817.5363
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 lbs.)	
16. Number of spans of bridges of twenty-five feet and upwards, in California	221
Number of spans of bridges of twenty-five feet and upwards, outside State	13
17. Number of iron bridges (aggregate length, 1,096.3 feet), in California	5
Number of iron bridges (aggregate length, 432 feet), outside State	2
18. Number of wooden bridges (aggregate length, 17,133.8 feet), in California	49
Number of wooden bridges (aggregate length, 1,416.8 feet), outside State	10
Bridges built within the year in California	None.
Miles of embankment replaced by bridges or trestlework, during year, in California	None.
Miles of embankment replaced by bridges or trestlework, during year, outside of State	None.
19. Number of crossings of highways at grade, in California	523
Number of crossings of highways at grade, outside State	204
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	9
22. Number of highway bridges eighteen feet above track, in California	1

24. Number of highway crossings at which gates or flagmen are maintained in California.....	2
25. Number of highway crossings at which electric signals are maintained, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	519
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....	204
27. Number of railroad crossings at grade.....	14
One crossing of local line at intersection of Cedar Street and Railroad Avenue, Oakland; one crossing of main line at intersection of Cedar Street and Atlantic Street, Oakland; one crossing on local and Western on Oakland Mole; one crossing of Alameda Branch at Alice Street, Oakland; one crossing of Alameda Branch near Brooklyn Station; one crossing of South Pacific Coast (narrow gauge) Railroad at Alameda; one crossing of South Pacific Coast (narrow gauge) Railroad at First and Webster Streets, Oakland; one crossing of South Pacific Coast (narrow gauge) Railroad at Seventh and Webster Streets, Oakland; one crossing of Stockton and Copperopolis Railroad at Stockton; one crossing of San Joaquin and Sierra Nevada Railroad at Lodi; one crossing of Sacramento and Placerville Railroad at Brighton; one crossing of California Pacific Railroad at Sacramento; one crossing of California Northern Railroad at Marysville; one crossing of Utah Central Railroad at Ogden. Also, five street railroad crossings in Oakland and Alameda.	
28. Number of the railroad crossings over the roads.....	1
Crossing of Nevada County Narrow Gauge, near Colfax.	
29. Number of railroad crossings under other railroads.....	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

NAME OF COMPANY.	Termini.		Length (Miles).	Amount of Rental.
	From—	To—		
Berkeley Branch Railroad.....	Shell Mound.....	Berrymans	3.84	\$768 per month and taxes.
Amador Branch Railroad.....	Galt	Ione	27.20	\$4,000 per month and taxes.
California Pacific Railroad.....	Vallejo Junction.....	Vallejo	2.00	
California Pacific Railroad.....	Vallejo	Sacramento	60.39	\$5,000 per month and taxes.
California Pacific Railroad.....	Davisville	Knights Landing	18.57	
California Pacific Railroad.....	Napa Junction	Calistoga	34.48	
Northern Railway and steamer	West Oakland	Delaware Street	4.53	
Northern Railway and steamer	West Oakland	Martinez	31.03	\$47,500 per month.
Northern Railway and steamer	Port Costa	Suisun	17.33	
Northern Railway and steamer	Woodland	Tehama	100.74	\$13,800 per month.
San Pablo and Tulare Railroad	Near Martinez	Tracy	46.51	\$300 per month.
Sacramento and Placer Railroad	Sacramento	Brighton	5.64	{ Principal and interest on \$500,000 thirty year bonds at five per cent and interest. Earnings to apply on floating debt of Stockton and Copperopolis Railroad Company.
Stockton and Copperopolis Railroad	Stockton	Milton	30.00	{ Same rate per mile as earned by Union Pacific Railroad way on road operated by itself.
Stockton and Copperopolis Railroad	Peters	Oakdale	19.00	
Union Pacific Railway	Ogden	Five miles west	5.00	

31. Total length of above roads.....	406.26
32. Total length of above roads in California	401.26
33. Total length of above roads in other States: Utah	5.00
34. Total miles of road operated by this company	1,649.86
35. Total miles of road operated by this company in California	1,046.49
36. Number of stations on all roads operated by this company	466
37. Number of stations on all roads owned by this company	320
38. Same in California.....	219
39. Miles of telegraph on line of road operated by this company	1,649.86
40. Miles of telegraph owned by this company.....	1,276.62
41. Number of telegraph offices in company stations	157
42. Number of telegraph stations operated by this company.....	None.
43. Number of telegraph stations operated jointly by railroad and telegraph companies	157

ROLLING STOCK OWNED.

	No.	Average Weight.
1. Locomotives	234	83,000
Average weight of engines in working order.....		
Maximum weight of engines in working order..... [153,140]		
2. Tenders.....	225	67,000
Average weight of tenders full of fuel and water.....		
Maximum weight of tenders full of fuel and water..... [86,450]		
Average joint weight of engines and tenders.....		150,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [55 feet]		
4. Total length of heaviest engine and tender over all..... [65.5 feet]		
5. Snow plows.....	9	40,000
6. Passenger cars.....	266	40,740
Average weight.....		
Maximum weight..... [63,000]		
7. Mail and baggage cars.....	59	36,900
8. Eight-wheel box freight cars.....	2,478	19,000
10. Eight-wheel platform cars.....	1,890	15,000
12. Other cars.....	650	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels, owned by Central Pacific Railroad Company.....	4,747
15. Number of locomotives equipped with train brakes.....	225
Kind of brake: Westinghouse.	
16. Number of cars equipped with train brakes: passenger, 330; freight, 4,322.	4,652
17. Number of passenger cars with Miller platform and buffer.....	330

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	2,388,216
2. Rate of speed of express passenger trains, including stops	24.64
3. Rate of speed of accommodation trains, including stops	22.82
4. Miles run by freight trains.....	2,855,175
5. Rate of speed of express freight trains, including stops	No trains of this class.
6. Rate of speed of accommodation freight trains, including stops.....	12.56
7. Miles run by other trains, and for what purpose: Work and switching.....	1,005,302
8. Total train miles run	6,248,633
9. Total number of passengers carried.....	8,364,506
Number of through passengers going east (or north).....	81,361
Number of through passengers going west (or south).....	
Number of local passengers going east (or north).....	
Number of local passengers going west (or south).....	
10. Total passenger mileage, or passengers carried one mile	8,283,145
11. Passenger mileage to and from other roads.....	Have no means of telling for 1885.
Average number of miles traveled by each local passenger	
Average number of miles traveled by each through passenger	
Average number of miles traveled by each passenger, through and local	

12. Number of tons freight carried (not including gravel)	2,149,966
Number of tons freight from other States, carried	108,463
Number of tons freight in this State, carried	2,041,503
Number of tons freight produced in this State, carried	1,224,901
Number of tons of each class of freight produced in this State, carried :	
Vine and orchard	122,490
Field	489,900
Mines	85,743
Forest	244,980
Live stock	97,992
Hides	4,083
Honey	2,042
Ice	12,249
Wool	26,540
Salmon	4,082
Manufactures	93,910
Merchandise	40,830
	1,224,901
13. Total freight mileage, or tons carried one mile	654,206,152
14. Freight mileage to and from other roads	315,194,775
15. Highest rate of fare per mile for any distance (excluding one mile)...	6 cents.
16. Lowest rate of fare per mile for any distance (single fare, main line)...	1.66 $\frac{2}{3}$ cents.
Ferry	1.05 cents.
Ferry commutation	00.4 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.44 $\frac{1}{2}$ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.15 $\frac{1}{2}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads	2.46 $\frac{1}{2}$ cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	2.45 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	1 $\frac{1}{2}$ cent.
23. Average rate of local freight per ton per mile on roads operated by this company	2.48 cents.
24. Average rate of freight per ton per mile to and from other roads	1.14 cents.
25. Average rate of freight per ton per mile for all	1.83 cents.
Average rate of freight per ton per mile, products of this State	Cannot tell.
Average rate of freight per ton per mile, products of other States	Cannot tell.

Statistics for 1885 not kept so as to show for the 1,649.86 miles of road by itself, the results stated are therefore for the Pacific system lines, 2,802.45 miles, which includes the 1,649.86 miles of the Central Pacific and leased lines.

26. Average number of cars in passenger trains (including baggage cars)	5.57
27. Average number of cars in freight trains—basis of eight-wheel	14.12
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	Unable to state.
30. Number of persons regularly employed by company, including officers	8,201
Average monthly pay of employes, other than officers	\$64 29
Average monthly pay of engine drivers	100 00 to 130 00
Average monthly pay of passenger conductors	100 00 to 115 00
Average monthly pay of freight conductors	85 00 to 100 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00 to 80 00
Average monthly pay of section men	45 00
Average monthly pay of mechanics in shops	68 13
Average monthly pay of laborers at stations, etc.	65 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	None.
2. Passengers to San Francisco (including ferry)	3,765,922
3. Passengers from San Francisco (including ferry)	3,664,398
4. Season ticket passengers to and from San Francisco (one round trip daily)	None.

LIST OF ACCIDENTS IN CALIFORNIA.

Includes all lines in California of the Pacific system for the year.	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	-----	32	5	28	5	60
Employés	5	33	6	139	11	172
Others	-----	-----	33	58	33	58
Total	5	65	44	225	49	290

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Date.	Killed.	Injured.	Cause of Accident.	Extent of Injury.
Jan. 1.	-----	1	Fell off brakebeam	Arm and side injured.
Jan. 1.	-----	1	Train broke in two	Slight injury.
Jan. 1.	-----	1	Train broke in two	Bruised.
Jan. 2.	-----	1	Coupling cars	Hand mashed.
Jan. 3.	-----	1	Coupling cars	Badly bruised.
Jan. 3.	-----	1	Fell off car	Ankle sprained.
Jan. 4.	-----	1	Coupling cars	Finger mashed.
Jan. 8.	-----	1	Jumped off train	Leg sprained.
Jan. 8.	-----	1	Jumping on train	Foot crushed.
Jan. 8.	1	-----	Walking on track	Killed.
Jan. 8.	-----	1	Coupling cars	Fingers and thumb injured.
Jan. 12.	1	-----	Walking on track	Killed.
Jan. 13.	-----	1	Coupling cars	Finger bruised.
Jan. 16.	-----	1	Coupling cars	Hand bruised.
Jan. 16.	1	-----	Asleep on track	Killed.
Jan. 16.	-----	1	Collision	Slight injury.
Jan. 16.	-----	1	Collision	Slight injury.
Jan. 18.	-----	1	Caught between drawheads	Leg crushed.
Jan. 19.	-----	1	Collision	Bruised.
Jan. 19.	-----	2	Collision	Slight injury.
Jan. 20.	-----	1	Coupling cars	Finger mashed.
Jan. 20.	-----	1	Getting off train	Slight injury.
Jan. 23.	1	-----	Fell from train	Killed.
Jan. 23.	-----	1	Stepped before engine	Bruised.
Jan. 26.	-----	1	Fell running after car	Knee injured.
Jan. 26.	-----	1	Collision	Head cut.
Jan. 26.	-----	1	Collision	Head bruised.
Jan. 26.	-----	1	Collision	Back injured.
Jan. 27.	-----	1	Train broke apart	Internally injured.
Jan. 27.	-----	1	Train broke apart	Lip cut and eye bruised.
Jan. 29.	1	-----	Walking on track	Killed.
Jan. 31.	-----	1	Coupling cars	Finger mashed.
Feb. 1.	-----	1	Coupling cars	Bruised.
Feb. 2.	-----	1	Fell off car	Back injured.
Feb. 4.	-----	1	Coupling cars	Thumb crushed.
Feb. 4.	-----	1	Coupling cars	Hips and back injured.
Feb. 6.	-----	1	Staking cars	Head and face injured.
Feb. 9.	-----	1	Coupling cars	Hand bruised.
Feb. 13.	-----	1	Coupling cars	Finger injured.
Feb. 13.	-----	1	On track	Slight injury.
Feb. 14.	1	-----	Standing on track	Killed.
Feb. 16.	-----	1	Automatic brakes	Side hurt.
Feb. 16.	-----	1	Automatic brakes	Slight injury.
Feb. 17.	1	-----	Caught bet. engine and car	Fatally injured.
Feb. 17.	-----	1	Jumping off train	Ankle dislocated.
Feb. 17.	-----	1	Jumping off train	Bruised.
Feb. 19.	-----	1	Fell from train	Slightly bruised.
Feb. 19.	-----	1	Fell from cars	Knee sprained.
Feb. 23.	1	-----	Stepped in front of engine	Fatally injured.
Feb. 24.	1	-----	Fell from engine	Killed.
Feb. 26.	-----	1	Coupling cars	Collar bone and ribs broken.
Mar. 2.	-----	1	Loading baggage	Cheek bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Killed.	Injured.	Cause of Accident.	Extent of Injury.
Mar. 4.		1	Jumped off train	Face bruised.
Mar. 5.		1	Getting on car	Toes cut off.
Mar. 6.		1	Jumped off engine	Ankle sprained.
Mar. 6.		1	Jumped off engine	Knee injured.
Mar. 6.		1	Caught bet. engine and tank.	Hips injured.
Mar. 6.		1	Stake broke	Bruised.
Mar. 10.		1	Jumped off train	Foot crushed.
Mar. 11.		1	Door shut on hand	Finger bruised.
Mar. 12.		1	Crossing track	Foot crushed.
Mar. 12.	1		Getting on brakebeam	Killed.
Mar. 14.		1	Coupling cars	Hand bruised.
Mar. 14.		1	Crossing track	Leg cut off.
Mar. 14.		1	Coupling cars	Finger mashed.
Mar. 14.	1		Walking on track	Killed.
Mar. 19.		1	Asleep on track	Back hurt, and bruised.
Mar. 20.		1	Coupling engine	Hand hurt.
Mar. 29.		1	Coupling cars	Arm bruised.
Mar. 31.		1	Automatic brakes	Slight injury.
Apr. 1.		1	Collision runaway team	Rib fractured.
Apr. 3.		1	Unloading freight	Foot bruised.
Apr. 4.		1	Jumping from cars	Foot sprained.
Apr. 5.	1		Fell in car	Fatally injured.
Apr. 6.		1	Struck snowshed	Head bruised.
Apr. 9.	1		Fell off brakebeam	Fatally injured.
Apr. 10.		1	On track; struck by engine	Head bruised.
Apr. 14.		1	Stepped before engine	Side and head bruised.
Apr. 14.		1	Lifting freight	Back sprained.
Apr. 15.		1	Jumped from train	Severely injured.
Apr. 18.		1	Coupling cars	Hand bruised.
Apr. 19.		1	Breaking collision	Back strained.
Apr. 19.		1	Fell off train	Arm, leg, and knee injured.
Apr. 21.		1	Getting on train	Leg broken.
Apr. 21.		1	Coupling cars	Finger mashed.
Apr. 21.		1	Coupling hose	Slight injury.
Apr. 22.	1		Struck by engine	Killed.
Apr. 22.		1	Coupling cars	Arm bruised.
Apr. 26.	1		Fell off brakebeam	Killed.
Apr. 28.		1	Struck waterspout	Head bumped.
Apr. 28.		1	Setting brakes	Ruptured.
Apr. 28.		1	Jumped from train	Head cut.
Apr. 30.		1	Berth fell down	Slightly injured.
Apr. 30.		1	Berth fell down	Head slightly cut.
Apr. 30.		1	Jumping on train	Knee injured.
Apr. 30.		1	Lifting freight	Back hurt.
Apr. 30.	1		Riding on brakebeam	Killed.
May 1.		1	Freight fell on foot	Toe injured.
May 2.		1	Struck switch frame	Leg cut.
May 3.		1	Crossing track	Severely injured.
May 8.		1	Riding on brakebeam	Arm injured.
May 12.		1	Jumping one car to another	Leg bruised.
May 12.	1		On track and run over	Killed.
May 12.		1	Automatic brake-stop	Slight injury.
May 14.	1		Crossing track	Fatally injured.
May 17.	1		Crossing track	Fatally injured.
May 18.		1	Coupling cars	Hand mashed.
May 18.		1	Lying on track	Leg crushed.
May 20.		1	Handling freight	Foot bruised.
May 22.		1	Drove on track	Bruised.
May 22.		1	Getting on train	Foot crushed.
May 23.		1	Jumping between cars	Arms and feet injured.
May 25.		1	Jumped on train	Knocked senseless.
May 26.		1	Fell off car	Collar-bone broke.
May 27.		1	Coupling cars	Fingers bruised.
May 27.		1	Getting off car	Ankle sprained.
May 29.		1	Lifting freight	Strained.
May 30.		1	Caught between drawheads.	Foot crushed.
May 31.	1		Fell between cars	Killed.
May 31.		1	Asleep on track	Badly injured.
June 1.		1	Coupling cars	Finger bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Killed.	Injured.	Cause of Accident.	Extent of Injury.
June 1.	-----	1	Unloading freight	Head cut.
June 1.	-----	1	Foot caught in brakebeam	Toe crushed.
June 2.	-----	1	Jumped off train	Face scratched.
June 2.	-----	1	Open switch	Legs bruised.
June 2.	-----	1	Fell off car	Arm bruised.
June 2.	-----	1	Jumped off train	Ankle sprained.
June 2.	-----	1	Open switch	Legs injured.
June 3.	-----	1	Coupling cars	Finger bruised.
June 5.	-----	1	Crossing track	Leg broke, head cut.
June 8.	-----	1	Fell from car	Knee sprained.
June 8.	1	-----	Fell off truck	Fatally injured.
June 8.	-----	1	Lying on track	Head cut.
June 8.	-----	1	Sudden stop, auto. brake	Slight injury hips.
June 5.	-----	1	Jumped off train	Slight injury.
June 11.	1	-----	Fell from train	Fatally injured.
June 13.	-----	1	Unloading coal	Head and foot bruised.
June 14.	1	-----	Getting on train	Killed.
June 18.	-----	1	Jumped off train	Head cut.
June 19.	1	-----	Playing on track	Killed.
June 19.	-----	1	Coupling cars	Hand bruised.
June 19.	1	-----	Struck by engine	Killed.
June 19.	-----	1	Unloading freight	Toe bruised.
June 26.	-----	1	Jumped off train	Slight injury.
June 26.	1	-----	Stepped before engine	Fatally injured.
July 1.	-----	1	Boarding moving train	Legs crushed.
July 1.	1	-----	Jumped off train	Fatally injured.
July 1.	-----	1	Fence stuck out too near tr'k.	Arm bruised.
July 5.	-----	1	Getting off engine	Face cut.
July 10.	1	-----	Drove on track	Killed.
July 10.	-----	1	Jumped from train	Head injured.
July 13.	-----	1	Collision with freight car	Arm bruised.
July 15.	-----	1	Jumped from train	Hip bruised.
July 16.	-----	1	Foot caught in frog	Foot bruised.
July 16.	-----	1	Standing too near track	Knee bruised.
July 16.	-----	1	Jumped from car	Back injured.
July 18.	-----	1	Jumped from train	Ankle sprained.
July 18.	-----	1	Sudden stop, auto. brakes	Slight bruise.
July 18.	1	-----	Walking on track	Killed.
July 20.	-----	1	Getting on train	Back and hip.
July 20.	1	-----	Fell off brakebeam	Killed.
July 21.	-----	3	Collision, stock on track	Three seriously injured.
July 24.	-----	1	Fell from pilot	Ankle bruised.
July 24.	-----	1	Jumped from train	Face scratched.
July 25.	-----	1	Fell off train	Scalp wound.
July 25.	-----	1	Jumping on train	Face skinned.
July 27.	-----	1	Engine lever sprung back	Wrist sprained.
July 28.	-----	1	Coupling cars	Hand bruised.
July 28.	-----	1	Coupling cars	Hand bruised.
July 29.	-----	1	Jumped from train	Head injured.
July 29.	-----	1	Fell from train	Leg and hip injured.
Aug. 3.	1	-----	Fell off car	Killed.
Aug. 7.	-----	1	Coupling cars	Finger smashed.
Aug. 8.	-----	1	Jumped off train	Cheek cut.
Aug. 9.	-----	1	Getting on train	Ankle sprained.
Aug. 9.	-----	1	Struck water flume	Head injured.
Aug. 9.	-----	1	Asleep on track	Head bruised.
Aug. 10.	-----	1	Train ran into rockslide	Spine injured.
Aug. 10.	-----	4	Train ran into rockslide	Four bruised slightly.
Aug. 10.	-----	1	Train ran into rockslide	Hip injured.
Aug. 10.	-----	1	Train ran into rockslide	Shoulder bruised.
Aug. 10.	3	-----	Collision with section car	Killed.
Aug. 10.	-----	1	Collision with section car	Slightly bruised.
Aug. 12.	-----	1	Fell off brakebeam	Leg crushed.
Aug. 12.	-----	1	Struck snowshed	Head cut.
Aug. 12.	-----	1	Jumping on cars	Foot bruised.
Aug. 13.	-----	1	Train broke apart	Ankle sprained.
Aug. 13.	-----	1	Getting off train	Arm dislocated.
Aug. 18.	-----	1	Coupling cars	Finger broken.
Aug. 19.	-----	1	Getting off train	Thigh broken.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Killed.	Injured.	Cause of Accident.	Extent of Injury.
Aug. 20.		1	Caught between cars	Side injured.
Aug. 21.	1		Collision with runaway team	Fatally injured.
Aug. 21.	1		Open switch	Fatally scalded.
Aug. 21.		2	Open switch	Severely scalded.
Aug. 21.		1	Open switch	Slightly scalded.
Aug. 24.		1	Walked against engine	Hip fractured.
Aug. 24.		1	Fell under train	Foot mashed.
Aug. 26.		1	Coupling cars	Finger injured.
Aug. 26.		1	Crossing track	Arm broken.
Aug. 27.	1		Drove on track	Fatally injured.
Aug. 27.		4	Drove on track	Bruised slightly.
Aug. 28.		2	Collision	Bruised slightly.
Aug. 31.		1	Jumped from train	Head bruised.
Aug. 31.		1	Coupling cars	Finger injured.
Sept. 1.	1		On track and run over	Killed.
Sept. 2.	1		Walking on track	Killed.
Sept. 3.		1	Jumping on coach	Foot mashed.
Sept. 4.		1	Getting on car	Toes injured.
Sept. 4.		1	Coupling cars	Hand injured.
Sept. 5.	1		Walking on track	Killed.
Sept. 7.		1	Jumping from train	Ankle sprained.
Sept. 8.		1	Coupling cars	Hand injured.
Sept. 8.		1	Jumped from engine	Toes crushed.
Sept. 9.		1	Jumped off car	Ankle sprained.
Sept. 9.		1	Riding brakebeam	Foot badly bruised.
Sept. 10.		1	Collision	Bruised.
Sept. 10.		1	Fell off train	Thumb broke.
Sept. 10.		1	Struck cattle-guard fence	Knee and ankle injured.
Sept. 11.		1	Playing on cars	Toes injured.
Sept. 11.		1	Coupling cars	Fingers injured.
Sept. 13.		1	Slipped from engine	Slight injury.
Sept. 15.		1	Unloading freight	Fingers injured.
Sept. 15.		1	Drawhead pulled out	Slight injury.
Sept. 16.		1	Getting on train	Knee injured.
Sept. 17.		1	Pin broke, train parted	Slight injury.
Sept. 17.	1		Coupling cars	Killed.
Sept. 18.		1	Jumping on train	Slight injury.
Sept. 18.		1	Coupling cars	Fingers bruised.
Sept. 19.		1	Coupling cars	Hand bruised.
Sept. 19.		1	Boarding moving train	Ankle dislocated.
Sept. 19.		1	Fell off bridge	Bruised slightly.
Sept. 19.		1	Wood fell on hand	Bruised slightly.
Sept. 21.		1	Fighting, and fell from car	Arm hurt.
Sept. 22.		1	Coupling cars	Finger mashed.
Sept. 22.		1	Struck snowshed	Head hurt.
Sept. 23.		1	Fell from brakebeam	Badly injured.
Sept. 23.		2	Train broke in two	Two slightly injured.
Sept. 26.		1	Jumped off train	Leg injured.
Sept. 27.		3	Drove on track	Three slightly bruised.
Sept. 28.		1	Fell against seat	Injured internally.
Sept. 28.		1	Coupling cars	Hand injured.
Sept. 28.		1	Stepping one car to another	Ankle sprained.
Sept. 28.		1	Coupling cars	Hand injured.
Sept. 28.	1		Fell from train	Killed.
Sept. 28.		1	Walking on train	Leg broken.
Sept. 28.		1	Fell from car	Ankle sprained.
Sept. 30.		1	Coupling cars	Hand injured.
Sept. 30.		1	Coupling cars	Hand crushed.
Oct. 1.		1	Coupling cars	Seriously injured.
Oct. 3.		1	Coupling cars	Hand bruised.
Oct. 3.		1	Coupling cars	Finger bruised.
Oct. 3.		3	Rear collision	Three injured slightly.
Oct. 6.		1	Slipped while switching	Ankle sprained.
Oct. 6.		1	Fell down in car	Ankle sprained.
Oct. 6.		1	Coupling cars	Face bruised.
Oct. 8.		1	Fell in caboose	Slight injury.
Oct. 10.		1	Auto. brake, sudden stop	Slight injury.
Oct. 12.		1	Coupling cars	Finger bruised.
Oct. 14.	1		Jumping on train	Killed.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Killed.	Injured.	Cause of Accident.	Extent of Injury.
Oct. 14		1	Coupling cars	Finger bruised.
Oct. 15		1	Getting off brakebeam	Leg cut off.
Oct. 15		1	Collision	Bruised.
Oct. 15		1	Coupling cars	Foot crushed.
Oct. 17		1	Jumped off train	Hip bruised.
Oct. 18		1	Getting on train	Foot crushed.
Oct. 20		1	Collision	Slight injury.
Oct. 20		1	Collision	Knee injured.
Oct. 21		1	Getting on train	Thumb cut off.
Oct. 22		1	Coupling cars	Bruised.
Oct. 22		1	Caught between cars	Foot mashed.
Oct. 24		1	Coupling cars	Foot sprained.
Oct. 24		1	Getting off train	Slight injury.
Oct. 26		1	Fell from car	Scalp wound.
Oct. 30		1	Fell off tender	Slight injury.
Oct. 31		1	Stepped in frog	Ankle injured.
Oct. 31		1	Coupling cars	Thigh injured.
Nov. 1		1	Caught in turntable	Foot and leg injured.
Nov. 6		2	Misplaced switch	Two slightly injured.
Nov. 8		1	Walking on track	Slight injury.
Nov. 9		1	Broken rail	Testicle injured.
Nov. 9	1		Walking on track	Fatally injured.
Nov. 13		1	Jumped off train	Foot amputated.
Nov. 18		1	Engine sank in washout	Hand burned.
Nov. 20		1	Train caved in washout	Slight injury.
Nov. 21		1	Jumped off train	Slight injury.
Nov. 21		1	Playing on cars	Toes crushed.
Nov. 22		1	Train broke apart	Side hurt.
Nov. 22		1	Coupling cars	Thigh injured.
Nov. 24		1	Walking on track	Bruised.
Nov. 26		1	Getting off car	Ankle sprained.
Nov. 26		1	Getting on train	Toes crushed.
Nov. 26		1	Jumped off train	Knee bruised.
Nov. 27		1	Coupling cars	Finger bruised.
Nov. 28		1	Struck by train	Foot crushed.
Nov. 28	1		Fell from car	Killed.
Dec. 1		1	Slipped off train	Leg broken.
Dec. 1		1	Fell off car	Slight injury.
Dec. 2		1	Crossing between cars	Heel bruised.
Dec. 2	1		Fell under car	Fatally injured.
Dec. 2		1	Autom. brake, sudden stop	Slight injury.
Dec. 6		1	Jumped off train	Head and arm injured.
Dec. 7		1	Loading baggage	Thumb injured.
Dec. 8		1	Walking on track	Elbow injured.
Dec. 10	1		Standing on track	Killed.
Dec. 10		1	Coupling cars	Finger injured.
Dec. 11		1	Jumped off train	Slight injury.
Dec. 12		1	Wood accidentally thrown	Head slightly cut.
Dec. 12		1	Foot caught between brake and load	Foot bruised.
Dec. 14		1	Coupling cars	Thumb injured.
Dec. 15	1		Getting on train	Killed.
Dec. 17		2	Collision and fire	Two slightly burned.
Dec. 20		1	Struck by wood wooding up	Slight injury.
Dec. 21		1	Plank fell on foot	Toe bruised.
Dec. 24		1	Jumped from train	Slight injury.
Dec. 25		1	Coupling cars	Fingers bruised.
Dec. 25	1		Jumped from train	Killed.
Dec. 31		1	Coupling cars	Hand bruised.
Dec. 31		1	Drove on track	Cheek injured.
Dec. 31		1	Getting off train	Hip injured.
	49	290		

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued and Outstanding December 31, 1884.
					Rate.	Payable.		
California State aid	-----	July 1, 1864.	July 1, 1884.	Gold coin.	7 per cent.	Jan. and July.	\$1,500,000 00	\$284,000 00
Central Pacific, first mortgage	A	July 1, 1865.	July 1, 1885.	Gold coin.	6 per cent.	Jan. and July.	3,000,000 00	2,985,000 00
Central Pacific, first mortgage	B	July 1, 1866.	July 1, 1886.	Gold coin.	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	C	July 1, 1866.	July 1, 1886.	Gold coin.	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	D	July 1, 1866.	July 1, 1886.	Gold coin.	6 per cent.	Jan. and July.	1,390,000 00	1,383,000 00
Central Pacific, first mortgage	E	July 1, 1867.	Jan. 1, 1887.	Gold coin.	6 per cent.	Jan. and July.	4,000,000 00	3,987,000 00
Central Pacific, first mortgage	F	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.	6 per cent.	Jan. and July.	4,000,000 00	3,998,000 00
Central Pacific, first mortgage	G	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.	6 per cent.	Jan. and July.	4,000,000 00	3,998,000 00
Central Pacific, first mortgage	H	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.	6 per cent.	Jan. and July.	4,000,000 00	3,998,000 00
Central Pacific, first mortgage	I	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.	6 per cent.	Jan. and July.	3,525,000 00	3,511,000 00
Western Pacific (old issue)	-----	Dec. 1, 1865.	Dec. 1, 1885.	Gold coin.	6 per cent.	June and Dec.	1,970,000 00	111,000 00
Western Pacific, first mortgage	A	July 1, 1869.	July 1, 1889.	Gold coin.	6 per cent.	Jan. and July.	765,000 00	1,859,000 00
Western Pacific, first mortgage	B	July 1, 1869.	July 1, 1889.	Gold coin.	6 per cent.	Jan. and July.	6,000,000 00	705,000 00
California and Oregon, first mortgage	A	Jan. 1, 1868.	Jan. 1, 1888.	Gold coin.	6 per cent.	Jan. and July.	6,000,000 00	6,000,000 00
Central Pacific, California and Or. Div.	B	Jan. 1, 1872.	Jan. 1, 1892.	Gold coin.	6 per cent.	Jan. and July.	7,200,000 00	3,680,000 00
San Francisco, Oakland, and Alameda	-----	July 1, 1870.	July 1, 1890.	Gold coin.	8 per cent.	Jan. and July.	1,500,000 00	687,000 00
San Joaquin Valley	-----	Oct. 1, 1870.	Oct. 1, 1900.	Gold coin.	6 per cent.	April and Oct.	6,080,000 00	6,080,000 00
Land grant, first mortgage	-----	Oct. 1, 1870.	Oct. 1, 1890.	Gold coin.	6 per cent.	April and Oct.	10,000,000 00	4,630,000 00
Land grant, second mortgage	-----	Oct. 1, 1885.	Oct. 1, 1915.	Gold coin.	6 per cent.	April and Oct.	10,000,000 00	5,000,000 00
Income	-----	May 1, 1878.	May 1, 1888.	Gold coin.	8 per cent.	May and Nov.	6,000,000 00	3,285,000 00
Totals	-----						\$76,930,000 00	\$58,264,000 00

Overdue interest to December 31, 1885. None.

TABLE A—Continued.

Character of.	Bonds Sold During Year Ending December 31, 1885.		
	Amount of Bonds	Amount Realized.	Discount, or Premium.
Central Pacific, California and Oregon Division	\$1,600,000 00	\$1,485,000 00	\$115,000 00
Central Pacific Land Grant, second mortgage	5,000,000 00	5,000,000 00	-----
Bonds Redeemed During Year Ending December 31, 1885.			
Character of.	Amount.	Cost.	Discount or Premium.
Land grant first mortgage bonds, redeemed with proceeds of land sales	\$273,000 00	\$276,000 00	\$3,000 00
California State aid bonds redeemed	215,000 00	215,000 00	-----
Convertible bonds of 1885	5,000,000 00	5,000,000 00	-----

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Character of.	Bonds.	Date of.	Due.	Payable in Coin or Currency.		Interest.		Bonds.		
				Principal.	Interest.	When Payable.	Rate.	Amount.	Proceeds of Sale— In Currency.	Discount— In Currency.
C. P. R. R. U. S. Bonds, 6 per cent Currency*		1865 to 1872	30 years from date	U. S. Currency		Jan. and July	6	\$25,885,120		
W. P. R. R. U. S. Bonds, 6 per cent Currency†		1867 to 1872	30 years from date	U. S. Currency		Jan. and July	6	1,970,560		
Totals								\$27,855,680	\$27,989,834	\$134,274

* These bonds were issued by the United States as a loan to aid in the construction of the Pacific Railroads. They are to be paid back by the company, principal and interest, and annual payments are promptly made as required by law.

† The amount of currency realized in the sale of the bonds was converted into coin at a loss to the company of \$7,120,073 55; the amount received in coin being \$20,735,606 45.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1885.													
Main Line and Branches.	From—	To—	Single.		Double—Steel.	Length of Roadway—Single and Double Track.				Reduced to Single Track.			
			Iron.	Steel.		Iron and Steel.	Track.		Sidelings—Iron.	Track and Sidings.			
							Iron.	Steel.		Iron.	Steel.	Iron.	Steel.
Main line without State.	State line	Terminus	40.2854	558.0846		40.2854	558.0846	598.3700	66.9085	107.1939	(b) 558.0846	(c) 558.0846	665.2785
Main line within State.	Oakland Wharf.	State line	35.6032	238.1037		35.6032	238.1037	273.7069	118.7208	154.3240	238.1037		392.4277
Oregon Branch.	Roseville	Near Delta	117.2967	74.8042		117.2967	74.8042	192.1009	24.1841	141.4908	74.8042		216.2850
Visalia Branch.	Lathrop	Near Goshen.	4.5661	141.5135		4.5661	141.5135	146.0796	17.4460	22.0121	141.5135		163.5256
San José Branch.	San José	Niles	6.2164	11.3199		6.2164	11.3199	17.5363	1.5025	7.7189	11.3199		19.0388
Oakland and Alameda Branch.	Oakland Pier	Brooklyn											
	Oakland Pier	Merrose											
	Drawbridge	Seventh and Harrison	2.8070	6.7830		2.8070	14.5030	17.3100	1.2292	4.0362	22.2230		26.2592
	Mastic	Alameda Wh.											
	Fernside	Brooklyn											
Total on whole road, December 31, 1885.													
Total constructed during year—net increase.													
Total within the State constructed during year—net increase													
Total without the State constructed during year—net increase													

TABLE D.

Grants or Donations, in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.		Total Am't of Bonds or Cash	Disposed of.			Int't accrued to Company December 31, 1885	Remarks.
	By Whom.			Amount of Bonds.	Cash Realized.	Discount.		
San Francisco County Bonds *.	San Francisco County		\$400,000	\$400,000	\$321,752 75	\$78,247 75	\$27,865 00	The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds †.	San Francisco County		250,000	250,000	175,000 00	75,000 00	-----	

*The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

†The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value. †	
			Total.	Less Reserved by Gov't.	Net Total.	Per Acre.	Total.
Central Pacific.....	12,800	742	9,497,600	1,500,000	7,997,600	\$2 50	\$19,994,000 00
Western Pacific*.....	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,065,000 00
California and Oregon.....	12,800	291	3,724,800	-----	3,724,800	2 50	9,312,000 00
Totals.....	-----	-----	-----	-----	12,148,400	-----	\$30,371,000 00

*The Western Pacific Railroad Company had disposed of the lands prior to its consolidation with this company.

†On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands, it is impossible to make a close estimate of the value of these lands. The value stated is derived from an estimate of the acres earned under the several Acts of Congress, and applying the rate per acre fixed by the Government for adjoining lands.

TABLE E—Continued.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for storehouses, etc.

By Whom Donated.	Description of Property.
Sacramento City.....	20 $\frac{1}{2}$ acres in the slough at Sacramento.
Oakland Water Front Company.....	Land Oakland water front.
State of California.....	Half interest in Mission bay lands, San Francisco.

MEM.—No donation of lands or property other than is specified above in Tables D and E have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were purchased by the contractors.

TABLE F. AMOUNTS PAID AND DUE ON SALES ABOVE STATED—CURRENCY AND COIN.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1884	\$1,124,128 55	\$5,780 10	\$1,129,908 65	\$5,587,548 92	\$1,354,789 10	\$6,942,288 02
During the year 1885				\$428,599 95	\$73,296 46	\$501,895 81
<i>Net cash receipts in coin, deducting discount on currency and expenses.</i>						
						Net Coin Receipts.
To December 31, 1885, prior to trust mortgage						\$445,571 01
Subsequent to trust mortgage						6,496,717 01
<i>Application of amount placed in hands of trustees for redemption of bonds. (To be stated in coin.)</i>						
	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1884	5,097	\$5,097,000 00	\$5,107,688 85	\$5,990,985 29	\$883,296 94	\$10,688 35
During year 1885	273	273,000 00	276,000 00	499,949 81		3,000 00
Total to December 31, 1885	5,370	\$5,370,000 00	\$5,383,688 85	^b \$6,490,935 10	\$1,107,246 75	\$13,688 35
Cash from sales not placed in hands of Trustees				^c \$451,352 92		
Total net receipts as above stated (a)=b+c				\$6,942,288 02		

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Acting President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
E. H. MILLER, JR.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,

Notary Public in and for the City and County of San Francisco, California.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President	San Francisco, California.
Timothy Hopkins, Vice-President	San Francisco, California.
F. S. Douty, Secretary and Treasurer	San Francisco, California.
W. V. Huntington	San Francisco, California.
W. E. Brown	San Francisco, California.
Charles Crocker	New York, N. Y.

BUSINESS ADDRESS OF THE COMPANY.

Corner Fourth and Townsend Streets San Francisco, California

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$4,000,000 00
2. Capital stock authorized by votes of company	4,000,000 00
3. Capital stock issued [number of shares, 5,025]; amount paid in	502,500 00
5. Total amount paid in, as per books of the company	502,500 00
7. Amount per share still due thereon	Nothing
8. Par value of shares issued	100 0
9. Total number of stockholders	9
10. Number of stockholders in California	7
11. Amount of stock held in California	501,500
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$18,068 5

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>	
3. Superstructure, including rails	\$362,779 95
4. Land	3,187 00
Fences	1,305 37
9. Engineering:	
Wharves	55,656 07
11. Total cost of construction	\$422,928 39

<i>Equipment.</i>	Number	To Dec. 31, 1885.
		Cost.
12. Locomotives	2	\$86,155 05
16. Passenger cars	3	
Baggage car and smoker combined	1	
17. Freight cars	78	
Other cars	10	
18. Total for equipment		\$86,155 05

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$509,083 44
28. Property in California	509,083 44
30. Cash and cash assets	18,068 58
31. Total property and assets of the company	\$527,152 02

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

9. Locomotive air brakes	\$52 00
18. Total	\$52 00
19. Property sold and credited to property account during the year:	
Material from turntable track	2 26
Safe	100 00
20. Net reduction of property account for the year	\$50 26

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	\$20,196 00
19. Total income derived from all sources	\$20,196 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local, included in lease, personal property tax	None.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	\$25 50
5. Total	\$25 50

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$20,220 76
2. Percentage of same to capital stock and net debt	4.0244
3. Percentage of same to total property and assets	3.8351
5. Dividends declared (4 per cent) for the year	20,100 00
6. Date of last dividend declared	Feb. 28, 1885.
7. Balance for the year, surplus	\$120 76
8. Surplus at commencement of the year	\$17,947 82
9. Surplus at commencement of the year, as changed by aforesaid entries	17,947 82
10. Total surplus December 31, 1885	18,068 58

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Leased and operated by Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Leased and operated by Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road.....	\$422,928 39
Cost of equipment.....	86,155 05
Cash, cash assets, and other items:	
Balance of current accounts.....	18,068 58
Total.....	\$527,152 02

Credits.

Capital stock.....	\$502,500 00
Profit and loss (profit, if any).....	24,652 02
Total.....	\$527,152 02

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Balance January 1, 1885.....		\$24,581 52
Rental—January 1, 1885, to January 1, 1886.....		20,196 00
General expenses.....	\$25 50	
Dividend No. 6.....	20,100 00	
Balance to 1886.....	24,652 02	
Totals.....	\$44,777 52	\$44,777 52
Balance January 1, 1886.....		\$24,652 02

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December, 1875.
From Santa Monica to Los Angeles.....	16.83 miles.
2. Length of main line of road from Santa Monica to Los Angeles.....	16.83 miles.
Length of main line in California.....	Completed.
3. Length of line with track laid, if road is not completed.....	16.83 miles.
10. Total length of road belonging to this company.....	1.7376 miles.
11. Aggregate length of siding and other tracks not enumerated above ...	1.7376 miles.
12. Same in California.....	18.5676 miles.
13. Aggregate length of track belonging to this company computed as single track.....	18.5676 miles.
14. Same in California.....	7
18. Number of wooden bridges (aggregate length, 1,431 feet), in California.....	11
19. Number of crossings of highways at grade, in California.....	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	1
27. Number of railroad crossings at grade.....	
Street railroad at Park Station.....	

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	2		
Average weight of engines in working order.....		60,000	
Maximum weight of engines in working order [60,000]			
2. Tenders.....	2		
Average weight of tenders full of fuel and water.....		25,000	
Maximum weight of tenders full of fuel and water [30,000]			
Average joint weight of engines and tenders.....		85,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....			
[41½ feet]			
4. Total length of heaviest engine and tender over all..... [49½ feet]			
6. Passenger cars.....	3		
Average weight.....		37,250	
Maximum weight..... [37,250]			
7. Mail and baggage cars.....	1	36,000	
8. Eight-wheel box freight cars.....	16	19,000	
10. Eight-wheel platform cars.....	62	15,000	
12. Other cars—track cars.....	10		
13. Total market value—cost.....			\$86,203 05

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	78
15. Number of locomotives equipped with train brakes.....	2
Kind of brake: Vacuum.....	
16. Number of cars equipped with train brakes.....	4
Kind of brake: Vacuum.....	

MILEAGE, TRAFFIC, ETC.

(Leased and operated by Central Pacific Railroad Company.)

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1885.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
				Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	(b) Iron.	Iron and Steel.
Main line within State.....	Santa Monica.....	Los Angeles	16.83	16.83	16.83	33.66	3.4752	37.1352	37.1352
Total on whole road, December 31, 1885			16.83	16.83	16.83	33.66	3.4752	37.1352	37.1352
The length of rail is double the length of single track, column (b) above.			December 31, 1885—Within the State.			Total.			
			Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	
			37.1352	39.3352	1460.724	37.1352	39.3352	1460.724	
Length of iron rail			37.1352	39.3352	1460.724	37.1352	39.3352	1460.724	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Los Angeles and Independence Railroad Company, and F. S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company from its books and records, under their direction and supervision: that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this thirteenth day of September, 1885.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, Cal.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. T. Willcutt, Secretary	Oakland.
Leland Stanford	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Diego Railroad Company San Francisco, California.
The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$5,600,000 00
3. Capital stock issued [number of shares, 57,080]; amount paid in	570,800 00
5. Total amount paid in, as per books of the company	570,800 00
8. Par value of shares issued	100 00
9. Total number of stockholders	10
10. Number of stockholders in California	9
11. Amount of stock held in California	534,800 00

DEBT.

12. Funded debt as follows:	
Bonds	556,000 00
Interest paid on same during year	\$33,360
13. Total amount of funded debt	<u>\$556,000 00</u>
16. Total gross debt liabilities	\$556,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	25,946 00
Other securities and debt balances	3,000 00
18. Total net debt liabilities	<u>\$526,964 00</u>
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each)	None.
20. Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$1,118,071 44
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables	}	\$1,118,071 44
7. Machine shops, including machinery and tools		
11. Total cost of construction		

Equipment.

12. Locomotives	}	None.
13. Snow plows on wheels		
14. Parlor cars		
15. Sleeping cars		
16. Passenger cars		
Mail cars		
Baggage cars		
17. Freight cars	}	
Other cars		

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

(None.)

25. Other property purchased.

27. Whole amount of permanent investments	\$1,118,071 44
28. Property in California	\$1,118,071 44
30. Cash and cash assets	29,036 00
31. Total property and assets of the company	\$1,147,107 44

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.
Character.	
First mortgage	Sinking fund, \$12,000 yearly. To commence year 1900.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging	}	\$4,581 24
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
9. Locomotives	}	None.
10. Snow plows on wheels		
11. Parlor cars		
12. Sleeping cars		
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
15. Purchase of other roads (specifying what)		
16. Subscriptions or loans to other roads		None.
17. Any other expenditures charged to property account		None.
20. Net addition to property account for the year		\$4,581 24

NET INCOME, DIVIDENDS, ETC.

1. Total net income (rental).....		\$33,384 00
4. Interest accrued during the year:		
On funded debt	\$33,360 00	
Total		33,360 00
7. Balance for the year, or surplus		\$24 00
8. Deficit at commencement of the year.....	\$283 69	
Or add entries made in profit and loss account during the		
year, not included in the foregoing statement.....	2,768 76	
9. Deficit at commencement of the year, as changed by aforesaid entries.....		3,052 45
10. Total deficit December 31, 1885.....		3,028 45

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>		
Cost of road.....		\$1,118,071 44
Cash, cash assets, and other items:		
Cash in hand of Treasurer		25,946 00
Current accounts.....		3,090 00
Profit and loss (loss, if any).....		3,028 45
Total.....		\$1,150,135 89
<i>Credits.</i>		
Capital stock.....		\$570,800 00
Funded debt		556,000 00
Other debts:		
Texas Pacific lands.....		23,335 89
Total.....		\$1,150,135 89

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
To balance December 31, 1884.....	\$283 69	
General expenses	77 72	
Interest on bonds	33,360 00	
Taxes	2,073 04	
Legal expenses	618 00	
By road earnings		\$33,384 00
Balance down		3,028 45
	\$36,412 45	\$36,412 45
Balance brought down	\$3,028 45	

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Florence to Nietos	April 15, 1874.
From Nietos to Anaheim	Jan. 14, 1875.
From Anaheim to Santa Ana.....	Dec. 17, 1877.
2. Length of main line of road from Florence to Santa Ana	27.82 miles.
Length of main line in California	27.82 miles.
10. Total length of road belonging to this company.....	27.82 miles.
11. Aggregate length of siding and other tracks not enumerated above	2.65 miles.
12. Same in California.....	2.65 miles.
13. Aggregate length of track belonging to this company computed as single track	30.47 miles.
14. Same in California.....	30.47 miles.

Bridges built within the year in California.

(No bridges were built during the year.)

19. Number of crossings of highways at grade in California	37
27. Number of railroad crossings at grade.....	None.
28. Number of the railroad crossings over the roads (specifying same)	None.
29. Number of railroad crossings under other railroads (specifying each).....	None.

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

(None.)

37. Number of stations on all roads owned by this company.....	10
38. Same in California.....	10
40. Miles of telegraph owned by this company.....	33.6
41. Number of telegraph offices in company stations	7
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	7

ROLLING STOCK.

(None.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	July 1, 1880..	July 1, 1910..	Gold	Gold	6	January and July.
Authorized Amount.	Total Issued December 31, 1885.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1885.		
		During Year.	Overdue.			
\$2,800,000	\$556,000	\$33,360	-----	\$556,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1885.					
			Length of Roadway— Single and Double Track.		Reduced to Single Track.			
			Single.		Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Florence	Santa Ana	27.82	27.82	27.82	2.65	30.47	30.47
Total on whole road December 31, 1884			27.82	27.82	27.82	2.65	30.47	30.47
The total length of rail is double the length of single track, column (b) above.			December 31, 1885—Total.					
			December 31, 1885—Within the State.			December 31, 1885—Total.		
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons, 2,240 pounds).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail			60.94	44	2,681.36	60.94	44	2,681.36

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and San Diego Railroad Company, and Fred'k Madge, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHARLES F. CROCKER.
FRED'K MADGE.

Subscribed and sworn to before me, this twelfth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

LOS ANGELES AND SAN GABRIEL VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. F. Crank, President.....	Los Angeles County, California.
J. P. Jewett, Vice-President.....	Los Angeles County, California.
S. Washburn, Secretary and Treasurer.....	Los Angeles County, California.
J. D. Bickwell, Attorney.....	Los Angeles County, California.
A. Bridgen.....	Los Angeles County, California.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Gabriel Valley Railroad Company Los Angeles, California.

The Los Angeles and San Gabriel Valley Railroad Company was incorporated September, 1883.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$600,000 00
2. Capital stock authorized by votes of company	600,000 00
3. Capital stock issued [number of shares, none]; amount paid in.....	3,000 00

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$4,162 89
16. Total gross debt liabilities	\$4,162 89
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$3,050 29
Materials and supplies on hand.....	223 53
Other securities and debt balances	572 64
	\$3,846 46
18. Total net debt liabilities	\$316 43

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$1,566 91
2. Bridging.....	231 32
3. Superstructure, including rails.....	864 61
4. Land	63 70
5. Passenger and freight stations.....	1,656 94
9. Engineering	98 35
11. Total cost of construction	\$4,481 83

Equipment.

12. Locomotives	\$18 86
16. Passenger cars	3 75
17. Freight cars	763 69
Machinery and tools	184 24
18. Total for equipment	<u>\$970 54</u>

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

29. Amount of supplies and materials on hand	\$223 53
30. Cash and cash assets	<u>{ \$3,050 29 }</u>
	572 64 } 3,622 93

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company ...	\$8,615 55
4. Derived from other sources belonging to passenger department	161 35
5. Derived from express and extra baggage	50 08
6. Derived from mails	58 15
7. Total earnings from passenger department	<u>\$8,885 13</u>
8. Derived from local freight on roads operated by this company	<u>\$3,788 15</u>
12. Total earnings from freight department	<u>\$3,788 15</u>
14. Total transportation earnings	<u>\$12,673 28</u>
15. Earnings per mile of road operated	\$1,322 89
16. Earnings per train mile (total passenger and freight)	1 91
18. Profit of sales of town lots	1,121 70
19. Total income derived from all sources	<u>\$13,794 98</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	\$2,133 00
3. Insurance premiums	32 00
5. Total	<u>\$2,165 00</u>
6. Proportion belonging to passenger department, 70 per cent	\$1,515 50
7. Proportion belonging to freight department, 30 per cent	649 50

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$553 47
3. Steel rails laid, deducting old rails taken up: Number of miles, 9.7; weight per yard, 40 pounds	
4. New ties (number, 30,000), cost	
5. Repairs of bridges	9 00
7. Repairs of and additions to machine shops and machinery	34 58
10. Repairs of locomotives	208 76
14. Fuel for engines and cars: Number of cords of wood	} Cost 2,039 48
Number of tons of coal	
15. Water and water stations	45 00
17. Oil and waste	52 10
19. Total	<u>\$2,942 39</u>
20. Proportion of same to passenger department	\$2,059 67
21. Proportion of same to freight department	882 72

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$40 95
4. Salaries, wages, and incidentals of passenger trains: 70 per cent of train and engine wages*	852 40
Train and station supplies	480 73

* Based on earnings, respectively.

5. Salaries, wages, and incidentals of passenger stations: 70 per cent of station service*	\$884 62
6. Amount paid other corporations or individuals not operating roads: Advertising	202 75
8. Total	<u>\$2,461 45</u>

*Based on earnings, respectively.

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$139 73
4. Salaries, wages, and incidentals of freight trains: 30 per cent of train and engine service*	365 31
Train and station supplies	206 03
5. Salaries, wages, and incidentals of freight stations: 30 per cent of station service*	379 13
8. Total	<u>\$1,090 20</u>
9. Total expenses* of operating the road, embraced in Classes I, II, III, and IV	\$8,659 04
10. Per train mile (total passenger and freight), 6,614 miles	\$1 30.
11. Percentage of expenses to total transportation earnings	68.3.
13. Total expenses	<u>\$8,659 04</u>

*Based on earnings.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	*\$5,135 94
7. Balance for the year, or surplus (or deficit)	*5,135 94

*Originally, \$5,130 94; error so evident that I correct.—Sec.

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	<u>\$8,885 13</u>
2. Per passenger train mile	\$1 76
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	\$1,515 50
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	2,059 67
5. Expenses, "Passenger Traffic," as per Class III, No. 8	2,461 45
6. Total expenses	<u>\$6,036 62</u>
7. Per passenger train mile	\$1 19
8. Net earnings	\$2,848 51
9. Per passenger train mile	57

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	<u>\$3,788 15</u>
2. Per freight train mile	\$2 41
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	\$649 50
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	882 72
5. Expenses, "Freight Traffic," as per Class IV, No. 8	1,090 20
6. Total expenses	<u>\$2,622 42</u>
7. Per freight train mile	\$1 67
8. Net earnings	\$1,165 73
9. Per freight train mile	74

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>		
Cost of road		\$4,481 83
Cost of equipment		970 54
Supplies and materials on hand		223 53
Cash, cash assets, and other items:		
Cash in bank	\$2,824 02	
Due from station agents	226 27	
Due from sundry persons	572 64	
		3,622 93
Total		\$9,298 83
<i>Credits.</i>		
Other debits:		
Payrolls	\$2,072 70	
Unpaid accounts	2,090 19	
		\$4,162 89
Profit and loss (profit, if any)		5,135 94
Total		\$9,298 83

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Gross earnings		\$12,673 28
Real estate		1,121 70
Operating expenses	\$8,659 04	
Balance	5,135 94	
Totals	\$13,794 98	\$13,794 98

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Los Angeles to Pasadena	Sept. 17, 1885.
From Pasadena to Olivewood	Oct. 7, 1885.
From Olivewood to Lamanda Park	Nov. 7, 1885.
2. Length of main line of road from Los Angeles to Lamanda Park	11.8 miles.
Length of main line in California	11.8 miles.
11. Aggregate length of siding and other tracks not enumerated above	1 mile.
13. Aggregate length of track belonging to this company computed as single track	12.8 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 40 pounds)	12.8 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	6
18. Number of wooden bridges (aggregate length, 1,860 feet), in California	8

Bridges built within the year in California.

Location.	Kind.	Material.	Length (feet).	When Built.
Los Angeles River	Trestle approved, 3 span	Wood	472	Nov., 1885.
Arroyo Seco	Trestle	Wood	198	Oct., 1885.
Sycamore Cañon	Trestle	Wood	450	Oct., 1885.
Arroyo Seco	Trestle	Wood	650	Oct., 1885.
3 small bridges	Trestle	Wood	90	Oct., 1885.

19. Number of crossings of highways at grade, in California	21
20. Number of crossings of highways over railroad in California	2
23. Number of highway bridges less than eighteen feet above track, in California	2

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	2	
Average weight of engines in working order		30 tons.
2. Tenders	2	
Average weight of tenders full of fuel and water		16 tons.
Average joint weight of engines and tenders		46 tons.
4. Total length of heaviest engine and tender over all		[50 feet.]
6. Passenger cars	3	
Average weight		30,000 lbs
8. Eight-wheel box freight cars	5	
10. Eight-wheel platform cars	10	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	15
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse	
16. Number of cars equipped with train brakes	18
Kind of brake: Westinghouse	
17. Number of passenger cars with Miller platform and buffer	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	3,470
4. Miles run by mixed trains	3,144
8. Total train miles run	6,614
9. Total number of passengers carried	27,597
Number of local passengers going east	14,029
Number of local passengers going west	13,568
10. Total passenger mileage, or passengers carried one mile	233,847
Average number of miles traveled by each local passenger	8 $\frac{1}{2}$
12. Number of tons freight carried (not including gravel)	3,254
13. Total freight mileage, or tons carried one mile	27,771
15. Highest rate of fare per mile for any distance (excluding one mile)	4 cents.
16. Lowest rate of fare per mile for any distance (single fare)	4 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	4 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	2 $\frac{5}{8}$ cents.
20. Average rate of fare per mile for all passengers	3 $\frac{1}{8}$ cents.
21. Highest rate of freight per ton per mile for any distance	3 $\frac{3}{8}$ cents.
22. Lowest rate of freight per ton per mile for any distance	5 $\frac{1}{8}$ cents.
25. Average rate of freight per ton per mile for all	13 $\frac{1}{8}$ cents.
	Business, largely small shipments; minimum charge, 25 cents.
30. Number of persons employed by the company including officers	
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors	\$75 00
Average monthly pay of freight conductors	\$65 00
Average monthly pay of brakemen, flagmen, and switchmen	\$50 00
Average monthly pay of section men	\$44 00

STATE OF CALIFORNIA,
County of Los Angeles. } ss.

S. P. Jewett, Vice-President of the Los Angeles and San Gabriel Valley Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

S. P. JEWETT, Vice-President.

Subscribed and sworn to before me, this second day of October, 1886.

A. C. HOLMES, Notary Public.

MONTEREY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	San Francisco.
J. L. Willcutt, Secretary.....	Oakland.
W. V. Huntington.....	San Francisco.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$250,000 00
3. Capital stock issued [number of shares, 2,500]; amount paid in.....	250,000 00
5. Total amount paid in, as per books of the company.....	250,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	9
11. Amount of stock held in California.....	247,300 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$230,000 00
Interest paid on same during year.....	\$11,750 00
13. Total amount of funded debt.....	\$230,000 00
14. Unfunded debt:	
Coupon account.....	1,550 00
16. Total gross debt liabilities.....	\$231,550 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	13,729 59
18. Total net debt liabilities.....	\$217,820 41
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each).....	None.
20. Amount of claims against the company which for any reason have not been entered upon the books.....	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	}	\$494,064 15
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land:		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....		6,000 00
6. Engine houses and car sheds (turntables included in track).....		802 84
7. Machine shops, including machinery and tools.....		100 00
11. Total cost of construction.....		\$500,966 99

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$500,966 99
28. Property in California.....	\$500,966 99
30. Cash and cash assets.....	13,729 59
31. Total property and assets of the company.....	\$514,696 58

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1885.			Received During Year.	Applied During Year.	On Hand December 31, 1885.
		In-vested.	Ap-plied.	On Hand.			
First mortgage.	Sinking Fund, \$5,000 yearly. Commenced year 1882	\$20,000	\$20,000	-----	\$10,000	\$10,000	-----

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$327 59
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	None.
9. Locomotives	
10. Snow plows on wheels	
11. Parlor cars	
12. Sleeping cars	
13. Passenger, mail, and baggage cars	None.
14. Freight and other cars	None.
18. Total	\$327 59
20. Net addition to property account for the year	\$327 59

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$20,400 00
4. Interest accrued during the year:	
On funded debt	\$11,750 00
Total	11,750 00
7. Balance for the year, or surplus	13,650 00
8. Surplus at commencement of the year	\$22,094 48
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	17,597 90
9. Surplus at commencement of the year, as changed by aforesaid entries	4,496 58
10. Total surplus, December 31, 1885	18,146 58
11. Paid to sinking funds, in hands of Trustees	5,000 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road	\$500,966 99
Cash, cash assets, and other items:	
Current accounts	13,729 59
Total	\$514,696 58
<i>Credits.</i>	
Capital stock	\$250,000 00
Funded debt	230,000 00
Other debts:	
Redeemed bonds	20,000 00
Due for interest, coupons not presented	1,550 00
Profit and loss (profit, if any)	13,146 58
Total	\$514,696 58

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
To general expense	\$35 50	-----
Taxes	3,562 40	-----
Interest on bonds	11,750 00	-----
Sinking fund	5,000 00	-----
Bonds redeemed	10,000 00	-----
Balance	13,146 58	-----
By balance December 31, 1884	-----	\$22,094 48
Road earnings	-----	20,400 00
Totals	\$42,494 48	\$42,494 48
By balance brought down	-----	\$13,146 58

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

(None.)

DESCRIPTION OF ROAD.

37. Number of stations on all roads owned by this company	6
38. Same in California	6
40. Miles of telegraph owned by this company	15.12
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK.

(None.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Rate.	Payable.
			Interest.	Principal.		
First mortgage .	April 1, 1880.	April 1, 1890.	Gold -----	Gold -----	5	October 1 and April 1.
Authorized Amount.	Total Issued December 31, 1885.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1885.		
		During Year.	Overdue.			
\$250,000	\$250,000	\$11,750	\$1,550	\$230,000		
Character of.				Bonds Redeemed during Year Ending December 31, 1885.		
				Amount.	Cost.	Premium.
First mortgage -----				\$10,000	\$10,300	\$300

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Monterey Railroad Company, and Frederick Madge, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHARLES F. CROCKER.
FREDERICK MADGE.

Subscribed and sworn to before me, this twelfth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

NORTHERN CALIFORNIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

N. D. Rideout, President.....	Marysville.
A. J. Binney, General Manager.....	Marysville.
M. B. Langhorne, Secretary and Treasurer.....	San Francisco.
N. Luning.....	San Francisco.
Geo. Whittell.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY:

Northern California Railroad Company.....Marysville, California.
The Northern California Railroad Company was incorporated September 6, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$320,000 00
2. Capital stock authorized by vote of company.....	320,000 00
3. Capital stock issued [number of shares, 3,200]; amount paid in.....	320,000 00
5. Total amount paid in, as per books of the company.....	All.
8. Par value of shares issued.....	100 00

DEBT.

12. Funded debt as follows:
Nothing.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Road and equipment in running order, purchased at Commissioners' mortgage foreclosure sale, January 22, 1881.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$16,171 74
5. Derived from express and extra baggage.....	1,704 90
6. Derived from mails.....	1,197 64
7. Total earnings from passenger department.....	\$19,074 28
12. Total earnings from freight department.....	36,931 55
14. Total transportation earnings.....	\$56,005 83
15. Earnings per mile of road operated.....	\$2,113 39
16. Earnings per train mile (total passenger and freight).....	2 89

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,012 45
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	1,105 91
5. Total	<u>\$3,118 36</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$7,926 75
3. Steel rails laid, deducting old rails taken up; weight per yard, 40 pounds	4,180 43
4. New ties; cost	1,982 48
5. Repairs of bridges	2,317 23
6. Repairs of buildings and fixtures (stations and turntables)	474 74
10. Repairs of locomotives	613 91
14. Fuel for engines and cars: Number of cords of wood——; cost	3,900 11
17. Oil and waste and locomotive supplies	536 89
19. Total	<u>\$25,050 90</u>
20. Proportion of same to passenger department	} Perhaps equal.
21. Proportion of same to freight department	

Class III—Passenger traffic expenses.

4. Salaries, wages, and incidentals of mixed passenger and freight trains	4,056 18
5. Salaries, wages, and incidentals of passenger and freight stations	7,119 42
8. Total	<u>\$36,226 50</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$1,608 98
3. Damages and gratuities, freight	131 00
8. Total expenses	<u>\$37,966 48</u>
10. Per train mile (total passenger and freight)	\$1 96
11. Percentage of expenses to total transportation earnings	67

NET INCOME, DIVIDENDS, ETC.

1. Total net income	<u>\$18,039 35</u>
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EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Mixed trains only.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Mixed trains only.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Cost of road and equipment (original cost, \$850,000)	<u>\$320,000 00</u>
---	---------------------

CREDITS.

Capital stock	\$320,000 00
Profit and loss (profit, if any)	18,039 35

DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville	26½ miles.
10. Total length of road belonging to this company	26½ miles.
11. Aggregate length of siding and other tracks not enumerated above	1 mile.
16. Number of spans of bridges of twenty-five feet and upwards, in Cal- ifornia	1
18. Number of wooden bridges in California	24
27. Number of railroad crossings at grade	1

ROLLING STOCK.

1. Locomotives.....	2
2. Tenders	2
6. Passenger cars.....	2
7. Mail and baggage cars.....	1
8. Eight-wheel box freight cars.....	6
10. Eight-wheel platform cars.....	13
12. Other cars	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	19,345
2. Rate of speed of express passenger trains, including stops.....	} 20 miles pr. hour.
3. Rate of speed of accommodation trains, including stops.....	
15. Highest rate of fare per mile for any distance (excluding one mile).....	
16. Lowest rate of fare per mile for any distance (single fare).....	7 ⁴⁴ / ₁₀₀ cents.
21. Highest rate of freight per ton per mile for any distance, first class	5 ⁸⁸ / ₁₀₀ cents.
22. Lowest rate of freight per ton per mile for any distance.....	11 ²² / ₁₀₀ cents.
30. Number of persons regularly employed by company, including officers.....	2 ⁴⁴ / ₁₀₀ cents.
Average monthly pay of engine drivers.....	27
Average monthly pay of passenger conductors.....	\$90 00
Average monthly pay of baggage masters.....	60 00
Average monthly pay of brakemen, flagmen, and switchmen	55 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	40 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

			Length of Track December 31, 1885. Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State.....	Marysville.....	Oroville.....	25 miles.	1 ¹ / ₂ miles.

STATE OF CALIFORNIA,
County of Yuba. } ss.

Andrew J. Binney, General Manager of the Northern California Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

ANDREW J. BINNEY.

Subscribed and sworn to before me, this eighth day of June, 1886.

NORMAN A. RIDEOUT, Notary Public.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
E. H. Miller, Jr., Treasurer.....	San Francisco.
Timothy Hopkins, Secretary.....	San Francisco.
Leland Stanford.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco, California.

The Northern Railway Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$8,400,000 00
2. Capital stock authorized by votes of company.....	8,400,000 00
3. Capital stock issued [number of shares, 61,905]; amount paid in.....	6,190,500 00
5. Total amount paid in, as per books of the company.....	6,190,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California.....	18
11. Amount of stock held in California.....	6,122,500 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$3,964,000 00
Interest paid on same during year.....	\$237,840
13. Total amount of funded debt.....	\$3,964,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	118,920 00
16. Total gross debt liabilities.....	\$4,082,920 00
Cash on hand.....	187,984 39
18. Total net debt liabilities.....	\$3,894,935 61

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	}	\$11,049,656 67
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....		
6. Engine houses, car sheds, and turntables.....		
7. Machine shops, including machinery and tools.....		
8. Interest.....		
9. Engineering.....		
Agencies, salaries, and other expenses during construction.....		

Equipment.

17. Freight cars: Hand cars and section cars.....	\$3,256 38
18. Total for equipment.....	\$3,256 38

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	}	\$5,441 76
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land damages.....		
5. Passenger and freight stations.....		100 00
9. Oakland train signal system.....		101 31
		4,286 60
18. Total.....		\$9,929 67
19. Property sold and credited to property account during the year:		
Track material taken back by C. P. R. R. Co.		1,121 00
20. Net addition to property account for the year.....		\$8,808 67

REVENUE FOR THE YEAR.

(Included in lessees' report.)

13. Derived from rents for use of road and equipment when leased.....	\$480,000 00
Less taxes.....	\$22,064 40
Less general expenses.....	1,883 80
	23,948 20
	\$456,051 80

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Reported by lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income		\$456,051 80
2. Percentage of same to capital stock and net debt	4.53	
3. Percentage of same to total property and assets	4.18	
4. Interest accrued during the year:		
On funded debt	\$237,840 00	
On other debt	1,832 06	
Total		239,672 06
5. Dividends declared [2 per cent] for the year. Amount		123,810 00
6. Date of last dividend declared		March 14, 1885.
7. Balance for the year, or surplus		\$92,569 74
8. Surplus at commencement of the year	\$874,907 70	
9. Surplus at commencement of the year, as changed by aforesaid entries		874,907 70
10. Total surplus December 31, 1885		\$967,477 44

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by lessees.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by lessees.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road	\$11,049,656 67
Cost of equipment	3,256 38
Cash, cash assets, and other items	187,984 39
Total	\$11,240,897 44
<i>Credits.</i>	
Capital stock	\$6,190,500 00
Funded debt	3,964,000 00
Other debts (unpaid coupons due January 1, 1885)	118,920 00
Profit and loss (profit, if any)	967,477 44
Total	\$11,240,897 44

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental		\$480,000 00
Dividends	\$123,810 00	
Interest	239,672 06	
Taxes	22,064 40	
General expenses	1,883 80	
Profit	92,569 74	
Totals	\$480,000 00	\$480,000 00

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:

San Pablo Division—

From West Oakland to Shell Mound	Aug. 16, 1876.
From Shell Mound to Martinez	Jan. 9, 1878.
From Benicia to Suisun	Dec. 28, 1879.

Northern Division—

From Woodland to Williams	July 1, 1876.
From Williams to Willows	Oct. 3, 1878.
From Willows to Orland	July 31, 1882.
From Orland to Tehama	Sept. 27, 1882.

3. Length of line with track laid, if road is not completed	148.2240
4. Length of double track on main line	4.6812
5. Branches owned by the company	None.

10. Total length of road belonging to this company.....	148.2240
11. Aggregate length of siding and other tracks not enumerated above ...	42.4075
12. Same in California.....	42.4075
13. Aggregate length of track belonging to this company computed as single track	195.3127
14. Same in California.....	195.3127
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).	
16. Number of spans of bridges of twenty-five feet and upwards in California.....	35
18. Number of wooden bridges (aggregate length, 15,151 feet) in California. Miles of embankment replaced by bridges or trestlework, during year, in California.....	227
19. Number of crossings of highways at grade in California.....	16 feet.
20. Number of crossings of highways over railroad in California.....	103
22. Number of highway bridges eighteen feet above track in California.....	3
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	3
27. Number of railroad crossings at grade	106
California and Nevada (narrow gauge) Railroad, at Emery.	4
Tramway at Pinole.	
Tramway at powder works, near Pinole.	
Tramway at Martinez.	
29. Number of railroad crossings under other railroads.....	1
California Redwood Company track at Tunnel No. 1.	

ROLLING STOCK.

	Market Value.
12. Other cars:	
Hand and section cars.....	\$3,256 38
13. Total market value.....	\$3,256 38

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage..	Jan. 1, 1877..	Jan. 1, 1907..	Gold.....	Gold.....	6	Jan. and July.
Authorized Amount.	Total Issued Dec. 31, 1884.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1885.	
		During Year.	Overdue.			
\$6,300,000 00	\$3,964,000 00	\$237,840 00	-----		\$3,964,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. V. Huntington, President of the Northern Railway Company, and Timothy Hopkins, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

W. V. HUNTINGTON,
TIMOTHY HOPKINS.

Subscribed and sworn to before me this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

PAJARO AND SANTA CRUZ RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary.....	Oakland.
Timothy Hopkins.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Pajaro and Santa Cruz Railroad Company San Francisco.

NOTE.—Operating earnings and expenses, and all other operating statistics not included in this report, road being operated under lease by Southern Pacific Company.

The Pajaro and Santa Cruz Railroad Company was incorporated June 3, 1884, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Loma Prieta Railroad Company	July 10, 1882.
Pajaro and Santa Cruz Railroad Company.....	March 8, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$650,000 00
3. Capital stock issued [number of shares, 6,500]; amount paid in	650,000 00
5. Total amount paid in, as per books of the company.....	650,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	11
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	650,000 00

DEBT.

12. Funded debt as follows:	
Interest paid on same during year	\$31,800
13. Total amount of funded debt	530,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$15,900 00
16. Total gross debt liabilities.....	\$1,195,900 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	46,336 21
18. Total net debt liabilities	\$1,149,563 79

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each)	None.
20. Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

3. Superstructure, including rails	}	\$1,148,827 15
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$1,148,827 15
28. Property in California	1,148,827 15
30. Cash and cash assets	46,336 21
31. Total property and assets of the company	\$1,195,163 36

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging	}	\$1,103,339 13
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
18. Total		1,103,339 13
20. Net addition to property account for the year		\$1,103,339 13

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$31,800 00
4. Interest accrued during the year:	
On funded debt	\$31,800 00
8. Deficit at commencement of the year	\$275 06
Add entries made in profit and loss account during the year, not included in the foregoing statement.	461 58
9. Deficit at commencement of the year, as changed by aforesaid entries.	\$736 64
10. Total deficit December 31, 1885	736 64

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road	\$1,148,827 15
Cash	46,336 21
Profit and loss (loss, if any)	736 64
Total	\$1,195,900 00

Credits.

Capital stock	\$650,000 00
Funded debt	530,000 00
Other debts:	
Coupons (due January 1, 1886)	15,900 00
Total	\$1,195,900 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
To balance December 31, 1884	\$275 06	-----
General expenses	461 58	-----
Interest	31,800 00	-----
By road earnings		\$31,800 00
Balance		736 64
	\$32,536 64	\$32,536 64
To balance brought down	\$736 64	-----

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Pajaro to Santa Cruz	} June 3, 1884.
From Aptos to Monte Vista	
2. Length of main line of road from Pajaro to Santa Cruz	21.20 miles.
Length of main line in California	21.20 miles.
5. Branches owned by the company:	
Loma Prieta Branch, Aptos to Monte Vista, single track	5 miles.
6. Total length of branches owned by the company	5.00 miles.
7. Total length of branches owned by the company in California	5.00 miles.
10. Total length of road belonging to this company	26.20 miles.
11. Aggregate length of siding and other tracks not enumerated above	3.16 miles.
12. Same in California	3.16 miles.
13. Aggregate length of track belonging to this company computed as single track	29.36 miles.
14. Same in California	29.36 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
18. Number of wooden bridges (aggregate length, 1,207 feet), in California	11
19. Number of crossings of highways at grade, in California	25
20. Number of crossings of highways over railroad, in California	6
21. Number of crossings of highways under railroad, in California	2
22. Number of highway bridges eighteen feet above track, in California	6
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
27. Number of railroad crossings at grade	2
At Santa Cruz, crossing the South Pacific Coast Railroad	
37. Number of stations on all roads owned by this company	10
38. Same in California	10
40. Miles of telegraph owned by this company	26.20
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK.

(None.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage.	Jan. 1, 1885..	Jan. 1, 1915..	Gold	Gold	6	July and Jan'y.
Authorized Amount.	Total Issued Dec. 31, 1885.	Accrued Interest During Year.	Amount of Bonds Outstanding Dec. 31, 1885.	Bonds Issued During Year Ending Dec. 31, 1885.		
				Amount of Bonds.	Amount Realized.	
\$530,000 00	\$530,000 00	\$15,900 00	\$530,000 00	\$530,000 00	\$530,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Pajaro and Santa Cruz Railroad Company, and Fred'k Madge, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
FRED'K MADGE.

Subscribed and sworn to before me this twelfth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, Cal.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
Timothy Hopkins, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
C. P. Huntington	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets San Francisco, California.

The Sacramento and Placerville Railroad Company was incorporated April 19, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company	August 4, 1852.
Folsom and Placerville Railroad Company	September 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$2,000,000 00
2. Capital stock authorized by votes of company	2,000,000 00
3. Capital stock issued [number of shares, 16,462]; amount paid in	\$1,646,200 00
4. Capital stock paid in on shares not issued [number of shares, 1,098] ..	109,800 00
5. Total amount paid in, as per books of the company	\$1,756,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	20
10. Number of stockholders in California	17
11. Amount of stock held in California	821,700 00

DEBT.

12. Funded debt as follows:	
Bonds	\$1,100,000 00
Interest paid on same during year	\$82,000
13. Total amount of funded debt	1,100,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property. }	
All other debts, current credit balances, etc. }	446,644 50
16. Total gross debt liabilities	\$1,546,644 50

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds	\$87,037 70	
Other securities and debt balances	53,395 09	
		\$140,432 79
18. Total net debt liabilities		\$1,406,211 71

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1885.
1. Grading and masonry	\$3,052,835 74
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	

Equipment.

	Number.	To December 31, 1885.
		Cost.
12. Locomotives	3	Included in above.
16. Passenger cars	1	
Mail cars	1	
17. Freight cars	65	
Other cars	18	

24. Investments in Transportation Lines.

Old road of Placerville and Sacramento Valley Railroad	\$1,520,000 00
--	----------------

25. Other Property Purchased.

26. Total for property purchased, etc.	\$1,520,000 00
27. Whole amount of permanent investments	1,532,835 74
30. Cash and cash assets	140,432 79
31. Total property and assets of the company	\$3,193,268 53

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to Dec. 31, 1884.	On Hand.	On Hand Dec. 31, 1885.
Character.		Invested.		
First mortgage Sacramento and Placer- ville Rail- road.	\$20,000 per annum to be set aside for a sinking fund, beginning in 1881	\$87,037 70	\$25,000 00	\$25,000 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

13. One baggage, mail, and express car	\$2,601 04
18. Total	<u>\$2,601 04</u>
20. Net addition to property account for the year	\$2,601 04

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$37,496 17
5. Derived from express.....	1,800 00
6. Derived from mails.....	2,750 88
7. Total earnings from passenger department.....	<u>\$42,047 05</u>
8. Derived from local freight on roads operated by this company.....	\$73,637 08
12. Total earnings from freight department	<u>\$73,637 08</u>
13. Derived from rents for use of road and equipment when leased.....	\$7,200 00
14. Total transportation earnings.....	<u>\$122,884 13</u>
17. Income derived from rent of property, other than road and equipment:	
Land in Sacramento City.....	1,513 00
Building at Folsom	120 00
Building at Shingle Springs	300 00
Miscellaneous earnings.....	3,359 63
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Interest on sinking fund	6,420 00
19. Total income derived from all sources	<u>\$134,596 76</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$11,980 30
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Office expenses.....	3,300 00
Stock killed, etc. (damages)	525 44
Stationery and printing	600 84
Miscellaneous	119 80
Salaries, engineers, etc.....	6,755 56
General expenses.....	56,802 63
5. Total	<u>\$80,084 57</u>
6. Proportion belonging to passenger department	\$29,096 26
7. Proportion belonging to freight department	50,988 31

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$16,974 72
4. New ties (number, 12,375); cost.....	5,883 00
5. Repairs of bridges	354 56
6. Repairs of buildings and fixtures (stations and turntables).....	47 74
10. Repairs of locomotives.....	3,774 07
14. Fuel for engines and cars:	
Number of cords of wood, 1,697½; cost.....	7,645 31
15. Water and water stations.....	300 00
17. Oil and waste	288 88
18. Switchmen, watchmen, flag, and signalmen.....	720 00
19. Total	<u>\$35,988 28</u>
20. Proportion of same to passenger department	\$13,075 33
21. Proportion of same to freight department	22,912 95

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$2,050 07
3. Damages and gratuities, passengers	500 00
4. Salaries, wages, and incidentals of passenger trains	1,980 83
7. Amount paid other roads for balance of mileage of passenger cars (Southern Pacific Company)	1,029 80
8. Total	<u>\$5,560 70</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$879 76
3. Damages and gratuities, freight	45 17
4. Salaries, wages, and incidentals of freight trains	2,999 00
5. Salaries, wages, and incidentals of freight stations	11,777 51
7. Amount paid other roads for balance of mileage of freight cars	2,561 00
8. Total	<u>\$18,262 44</u>

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	<u>\$139,895 99</u>
---	---------------------

NET INCOME, DIVIDENDS, ETC.

1. Total net deficit	\$5,299 23
4. Interest accrued during the year:	
On funded debt	\$82,000 00
Total	<u>82,000 00</u>
7. Balance for the year (deficit)	\$87,299 23
8. Deficit at commencement of the year	\$19,466 74
9. Deficit at commencement of the year, as changed by aforesaid entries	19,466 74
10. Total deficit December 31, 1885	<u>\$106,765 97</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	\$42,047 05
2. Per passenger train mile	1 43
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	29,096 26
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	13,075 33
5. Expenses, "Passenger Traffic," as per Class III, No. 8	5,560 70
6. Total expenses	47,732 29
7. Per passenger train mile	1 62
8. Net earnings	Deficit.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	\$73,637 08
2. Per freight train mile	2 69
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	50,988 31
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	22,912 95
5. Expenses, "Freight Traffic," as per Class IV, No. 8	18,262 44
6. Total expenses	92,163 70
7. Per freight train mile	3 37
8. Net earnings	Deficit.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road	}	\$3,052,835 74
Cost of equipment		
Sinking funds in hands of Trustees		87,037 70
Cash, cash assets, and other items:		
C. H. Cummings, cash		12,040 68
Pacific Improvement Company		38,500 97
United States Post Office Department		2,853 44
Profit and loss (loss, if any)		119,365 97
Total		<u>\$3,312,634 50</u>

Credits.

Capital stock.....	\$1,756,000 00
Funded debt	1,100,000 00
Other debts:	
Central Pacific Railroad Hospital.....	574 50
Unpaid coupons.....	26,070 00
Holders Sacramento Valley Railroad bonds.....	420,000 00
Sinking fund interest.....	9,990 00
Total.....	\$3,312,634 50

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Earnings.....		\$128,176 76
Operating expenses.....	\$71,113 06	
Taxes.....	11,980 30	
General expenses.....	56,802 63	
Interest.....	42,000 00	
Deficit.....		53,719 23
	\$181,895 99	\$181,895 99

NOTE.—In addition to this deficit, a charge must be made of \$40,000, unpaid interest on S. V. R. R. bonds, which has not yet been adjusted with holders.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom.....	Feb. 22, 1856.
From Folsom to Shingle Springs.....	June 20, 1865.
2. Length of main line of road from Sacramento to Shingle Springs.....	47.71 miles.
Length of main line in California.....	47.71 miles.
Length of main line in other States.....	None.
3. Length of line with track laid, if road is not completed.....	None.
4. Length of double track on main line.....	None.
5. Branches owned by the company.....	None.
6. Total length of branches owned by the company.....	None.
7. Total length of branches owned by the company in California.....	None.
8. Total length of branches owned by the company in other States.....	None.
9. Length of double track on branches.....	None.
11. Aggregate length of siding and other tracks not enumerated above.....	6.81 miles.
13. Aggregate length of track belonging to this company computed as single track.....	54.52 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, —).....	5.61 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	None.
Number of spans of bridges of twenty-five feet and upwards, outside State.....	None.
17. Number of iron bridges (aggregate length, — feet), in California.....	None.
Number of iron bridges (aggregate length, — feet), outside State.....	None.
18. Number of wooden bridges (aggregate length, 2,390 feet), in California.....	12
Number of wooden bridges (aggregate length, — feet), outside State.....	None.
19. Number of crossings of highways at grade, in California.....	32
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	32
27. Number of railroad crossings at grade.....	1
34. Total miles of road operated by this company.....	47.71
35. Total miles of road operated by this company in California.....	47.71
36. Number of stations on all roads operated by this company.....	20
37. Number of stations on all roads owned by this company.....	20
38. Same in California.....	20
41. Number of telegraph offices in company stations.....	3
42. Number of telegraph stations operated by this company.....	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	3

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3		\$22,000 00
Average weight of engines in working order.....		56,933	
Maximum weight of engines in working order..... [60,200]			
2. Tenders.....	3		
Average weight of tenders full of fuel and water.....		36,833	
Maximum weight of tenders full of fuel and water..... [40,000]			
Average joint weight of engines and tenders.....		93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.2½ feet]			
4. Total length of heaviest engine and tender over all..... [49.6 feet]			
6. Passenger cars.....	2		6,000 00
Average weight.....		23,550	
Maximum weight..... [33,550]			
7. Mail and baggage cars.....	1		4,000 00
8. Eight-wheel box freight cars.....	31		18,600 00
10. Eight-wheel platform cars.....	12		5,300 00
12. Other cars: 8 section and 10 hand cars.....	18		1,125 00
13. Total market value.....			57,025 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	43
15. Number of locomotives equipped with train brakes.....	3
Kind of brake: Westinghouse automatic air.....	
16. Number of cars equipped with train brakes (passenger cars).....	All.
Kind of brake: Freight cars, hand brakes.....	
17. Number of passenger cars with Miller platform and buffer.....	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	26,176
2. Rate of speed of express passenger trains, including stops.....	20 mil's pr. hour.
3. Rate of speed of accommodation trains, including stops.....	12 mil's pr. hour.
4. Miles run by freight trains.....	24,640
5. Rate of speed of express freight trains, including stops.....	None.
6. Rate of speed of accommodation freight trains, including stops, 15 miles.....	5,408
7. Miles run by other trains, and for what purpose:	
Excursion trains.....	524
Work trains.....	976
Switching trains.....	7,038
8. Total train miles run.....	64,762
9. Total number of passengers carried.....	30,924
Number of through passengers going east.....	2,080
Number of through passengers going west.....	2,127
Number of local passengers going east.....	13,944
Number of local passengers going west.....	12,773
10. Total passenger mileage, or passengers carried one mile.....	618,753
11. Passenger mileage to and from other roads.....	None.
Average number of miles traveled by each local passenger.....	15.6
Average number of miles traveled by each through passenger.....	47.7
Average number of miles traveled by each passenger, through and local.....	31.6
12. Number of tons of freight carried (not including gravel).....	43,194,888
Number of tons freight from other States, carried.....	None.
Number of tons freight in this State, carried.....	43,194,888
13. Total freight mileage, or tons carried one mile.....	1,957,226.83
14. Freight mileage to and from other roads.....	None.
15. Highest rate of fare per mile for any distance (excluding one mile).....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	6 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	None.

20. Average rate of fare per mile for all passengers	5.8 cents.
21. Highest rate of freight per ton per mile for any distance	15.4 cents.
22. Lowest rate of freight per ton per mile for any distance	4.5 cents.
25. Average rate of freight per ton per mile for all	9.9 cents.
26. Average number of cars in passenger trains (including baggage cars) ..	3
27. Average number of cars in freight trains—basis of eight-wheel	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	191,766 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	240,000 pounds.
30. Number of persons regularly employed by company, including officers ..	45
Average monthly pay of employes, other than officers	\$90 00
Average monthly pay of engine drivers	120 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	44 00
Average monthly pay of mechanics in shops	None.
Average monthly pay of laborers	None.

LIST OF ACCIDENTS IN CALIFORNIA.

	From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	-----	1	-----	1	-----	1
Employés	-----	1	-----	1	-----	1
Others	-----	1	-----	1	-----	1
Totals	-----	2	-----	2	-----	2

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

July 14—Amos Hall, a passenger on west-bound freight train, fell from side door of caboose, striking on back of his head and neck, seriously injuring him; train was just stopping at Keeler's switch when he fell out.

July 15—Freight train No. 4 struck a team driven by Michael Haden at Twenty-fifth and R Streets, Sacramento, throwing out the driver, who struck on his head, and it is claimed was thus rendered an imbecile. The horse was killed and wagon demolished. There appeared to be ample time for team to cross ahead of train, but the horse balked after reaching the middle of the track, and the man, instead of jumping out and saving himself, stayed in the wagon, trying to start the horse. He had an unobstructed view of the approaching train, which was stopped before passing where the man was struck.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage, Sacramento Valley Railroad	July 1, 1855.	July 1, 1875.	Not	specified.	10	..Jan. and July.
First mortgage, Sacramento and Placerville Railroad.	Jan. 1, 1877.	Jan. 1, 1907.	Gold	Gold	6	..Jan. and July.
Authorized Amount.	Total Issued Dec. 31, 1885.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1885.	
		To Dec. 31, 1884.	During Year.	Overdue.		
\$700,000 00	\$400,000 00	\$420,000 00	\$40,000 00	\$420,000 00	\$400,000 00	
1,675,000 00	700,000 00	-----	42,000 00	-----	700,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1885.			
			Single.		Double.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line within State..	Sacramento.	Shingle Springs.	42.10	5.61	None.	None.
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Reduced to Single Track. Track and Sidings.		
Main Line and Branches.	From—	To—	(b) Iron.	(c) Steel.	Iron and Steel.	
Main line within State.....	Sacramento.	Shingle Springs.	48.91	5.61	54.52	
The length of rail is double the length of single track, columns (b) and (c) above.			December 31, 1885—Within the State.			
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail.....			97.82	47.14	4,611.2348	
Length of steel rail.....			11.22	39.30	440.9460	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, Vice-President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

P. Donahue, President	San Francisco.
J. M. Donahue, Vice-President	San Francisco.
T. J. Bergin, Treasurer	San Francisco.
Arthur Hughes	San Francisco.
Thomas Donahue	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 430 Montgomery Street..... San Francisco, California.

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1879, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company.....	June 22, 1872.
Sonoma and Marin Railroad Company.....	November 13, 1874.
Fulton and Guerneville Railroad Company.....	May 23, 1877.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$5,000,000 00
2. Capital stock authorized by votes of company.....	3,750,000 00
3. Capital stock issued [number of shares, 50,000]; amount paid in.....	
2. Total amount paid in, as per books of the company.....	3,750,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders	5
10. Number of stockholders in California	5
11. Amount of stock held in California.....	3,750,000 00

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, unpaid bills, etc.....	\$14,024 76
Payroll.....	12,896 49
Rental, S. F. and S. L.....	48,750 00
Sundries	245,296 04
16. Total gross debt liabilities	\$320,967 29

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:

Cash on hand and in bank	\$105,681 21
Materials and supplies on hand	79,357 96
New ways	426 10
Other securities and debt balances	792,882 25
	<hr/> \$978,347 52

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$3,146,969 15
2. Bridging		
3. Superstructure, including rails		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables	}	120,807 45
7. Machine shops, including machinery and tools		20,146 94
Steam shovel		7,970 62
11. Total cost of construction		<hr/> \$3,295,894 16

Equipment.

	Number.	To December 31, 1885. Cost.
12. Locomotives	13	\$149,564 86
14. Parlor cars		}
15. Sleeping cars		
16. Passenger cars		
Mail cars		
Baggage cars		369,254 98
17. Freight cars		}
Other cars		
18. Total for equipment		<hr/> \$518,819 84

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

	To December 31, 1885.
Station lots, etc., on line of road	\$38,177 35

23. *Steamboat property.*

Specifying Each.	To December 31, 1885. Price Paid.
Steamer Tiburon	\$145,258 63
Steamer J. M. Donahue	85,000 00
Steamer Antelope	40,000 00
Steamer Latham	1,000 00
Steamer Tickett	500 00
Launch Mamie	1,700 00
	<hr/> \$273,458 63

25. Other property purchased.

Engines	\$6,500 00
Furniture	6,955 26
Trucks and scales	3,369 43
	<hr/>
	\$16,824 69
	<hr/>
26. Total for property purchased, etc.	\$4,143,174 67
	<hr/>
29. Amount of supplies and materials on hand	\$79,784 06
30. Cash and cash assets	898,563 46
	<hr/>
31. Total property and assets of the company	\$5,121,522 19

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

5. Passenger and freight stations	\$46 12
11. Parlor cars	} 29,930 88
12. Sleeping cars	
13. Passenger, mail, and baggage cars	
17. Any other expenditures charged to property account:	
Furniture	435 33
Trucks and scales	70 50
	<hr/>
18. Total	\$30,482 83
19. Property sold and credited to property account during the year:	
Over-payment of freight on cars from East	40 00
	<hr/>
20. Net addition to property account for the year	\$30,442 83

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$287,131 05
4. Derived from other sources belonging to passenger department— storage	96 75
5. Derived from express and extra baggage	14,071 65
6. Derived from mails	9,060 12
	<hr/>
7. Total earnings from passenger department	\$310,359 57
	<hr/>
8. Derived from local freight on roads operated by this company	\$215,062 54
12. Total earnings from freight department	215,062 54
	<hr/>
14. Total transportation earnings	\$525,422 11
17. Income derived from rent of property, other than road and equipment: Steamer bars, rents, and Transfer Company	10,096 00
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stock, bonds, steamboat property, trans- portation lines, etc.):	
Sonoma Valley Railroad Company	} 33,708 48
Miscellaneous accounts	
	<hr/>
19. Total income derived from all sources	\$569,226 59

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$21,302 56
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's expenses	5,246 75
Steamer expenses	84,886 15
Office expenses	9,671 46
Stationery and printing	4,110 83
Advertising account	7,201 08
Repairs of steamer	22,287 58
Miscellaneous expenses	1,395 05
Repairs of wharves	1,308 68
Legal expenses	3,398 45
Interest and discount	202 76
Salaries of officers	11,850 00
	<hr/>
5. Total	\$172,861 35

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$81,330 03
5. Repairs of bridges	4,602 26
6. Repairs of buildings and fixtures (stations and turntables)	3,434 15
7. Repairs of and additions to machine shops and machinery	2,712 83
10. Repairs of locomotives	27,085 61
14. Fuel for engines and cars:	
Number of cords of wood—cost	} 31,014 50
Number of tons of coal—cost	
15. Water and water stations	4,503 62
19. Total	\$154,683 00

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$15,920 69
3. Damages and gratuities, passengers	2,421 75
4. Salaries, wages, and incidentals of passenger trains	14,656 00
5. Salaries, wages, and incidentals of passenger stations	22,355 14
8. Total	\$55,353 58

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	\$2,802 50
8. Total	\$2,802 50
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$414,950 43
12. Amount paid other companies as rent for use of road: San Francisco and San Rafael Railroad Company *	29,250 00

* No. 12 embraced in No. 9, total operating expenses.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$154,276 16
7. Balance for the year, or surplus	\$154,276 16
8. Surplus at commencement of the year	868,309 75
	1,022,585 91
Add entries made in profit and loss account during the year, not included in the foregoing statement	29,250 00
	148 60
9. Surplus at commencement of the year, as changed by aforesaid entries	\$1,051,984 51
	1,429 61
10. Total surplus December 31, 1885	\$1,050,554 90

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road	\$3,146,969 15
Cost of equipment	996,205 52
Supplies and materials on hand	79,784 06
Cash, cash assets, and other items	105,681 21
S. F. and S. R. Coast	} 792,882 25
S. V. Railroad Company	
Sundries	
Total	\$5,121,522 19

Credits.

Capital stock	\$3,750,000 00
Other debts	320,967 29
Profit and loss (profit, if any)	1,050,554 90
Total	\$5,121,522 19

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

Net earnings..... \$154,276 16

DESCRIPTION OF ROAD.

	Miles.	Date of Opening.
1. Date when the road or portions thereof were opened for public use:		
From Donahue to Santa Rosa	23	January 1, 1870.
From Santa Rosa to Windsor	9	March 1, 1871.
From Windsor to Grant's	4	April 10, 1871.
From Grant's to Healdsburg	2	July 1, 1871.
From Healdsburg to Cloverdale	18	April 15, 1872.
From Fulton to Guerneville	16	May 23, 1876.
From Petaluma to San Rafael	20½	June 2, 1879.
2. Length of main line of road from Donahue to Cloverdale.....		56 miles.
5. Branches owned or leased by the company—names and description of; single or double track:		
Junction to San Rafael		20½ miles.
San Rafael to Tiburon		9 miles.
Fulton to Guerneville		16 miles.
6. Total length of branches owned and leased by the company		45½ miles.
10. Total length of road belonging to this company		101½ miles.
11. Aggregate length of siding and other tracks not enumerated above...		14¾ miles.
13. Aggregate length of track belonging to this company—computed as single track		116¾ miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 56 pounds).....		16 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California		13
18. Number of wooden bridges (aggregate length, 1,640 feet), in California		13
19. Number of crossings of highways at grade, in California		91
20. Number of crossings of highways over railroad, in California		2
21. Number of crossings of highways under railroad, in California		1
22. Number of highway bridges eighteen feet above track, in California		2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California		94
27. Number of railroad crossings at grade		1
S. F. & S. R. R. R. Co.'s Branch crosses the S. F. & N. P. Co.'s Road one mile south of San Rafael.		
34. Total miles of road operated by this company		101½ miles.
36. Number of stations on all roads operated by this company		37
37. Number of stations on all roads owned by this company		37
39. Miles of telegraph on line of road operated by this company		85½
41. Number of telegraph offices in company stations		11
42. Number of telegraph stations operated by this company		11

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	13	
Average weight of engines in working order		60,000
Maximum weight of engines in working order	[80,000]	
2. Tenders	13	
Average weight of tenders full of fuel and water		40,700
Maximum weight of tenders full of fuel and water	[46,000]	
Average joint weight of engines and tenders		100,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[43.10 feet]	
4. Total length of heaviest engine and tender over all	[52.6 feet]	
6. Passenger cars, including three smokers	22	
Average weight		39,000
Maximum weight	[57,000]	
7. Mail and baggage cars	4	40,000
8. Eight-wheel box freight cars	64	18,500
10. Eight-wheel platform cars	180	13,700
11. Four-wheel platform cars	23	11,500
12. Other cars, sixteen stock, one transfer	17	17,000
Coal and gravel	22	10,000
Excursion cars	7	30,000

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	271
15. Number of locomotives equipped with train brakes	10
Kind of brake: Air	
16. Number of cars equipped with train brakes	33
Kind of brake: Air	
17. Number of passenger cars, including three smokers, with Miller platform and buffer	22

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	123,515
2. Rate of speed of express passenger trains, including stops	26 miles.
4. Miles run by freight trains	55,142 miles.
5. Rate of speed of express freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Paymaster's train	2,076 miles.
Special passenger and freight trains	4,026 miles.
Gravel trains	5,960 miles.
8. Total train miles run	190,719 miles.
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	256,700 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	422,700 pounds.
30. Number of persons regularly employed by company, including officers	290
Average monthly pay of employes, other than officers	\$59 50
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	87 50
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men, as foremen	60 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

	From their own misconduct or carelessness—in California.	
	Killed.	Injured.
Employés	2	.....
Total	2	.....

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

March 29, 1885, Mr. Joseph Chandler (brakeman), in trying to step on the brakebeam of a locomotive tender in Fulton, missed his footing and fell on the track. The tender passed over him, crushing his leg and hip, causing death in a few moments.

November 3, 1885, Mr. M. D. Redmond (brakeman) was knocked from the top of a freight car in Tiburon, by a timber projecting from the freight house. The cars passed over his body, killing him immediately.

TABLE C. LENGTHS IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1885.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway—Single and Double Track.				Reduced to Single Track.		
			Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Sidings.	Iron.	(b) Iron.	(c) Steel.	Iron and Steel.
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	(b) Iron.	(c) Steel.	Iron and Steel.
Main line within State.	Donahue	Cloverdale	48	8	48	8	56	6 $\frac{1}{2}$	54 $\frac{1}{2}$	8	62 $\frac{1}{2}$
Main line within State.	Fulton	Guerneville	16		16		16	3 $\frac{1}{2}$	19 $\frac{1}{2}$		19 $\frac{1}{2}$
Main line within State.	Junction	San Rafael	20 $\frac{1}{2}$		20 $\frac{1}{2}$		20 $\frac{1}{2}$	1 $\frac{1}{2}$	22 $\frac{1}{2}$		22 $\frac{1}{2}$
Main line within State.	San Rafael	Tiburon	1	8	1	8	9	2 $\frac{1}{2}$	3 $\frac{1}{2}$	8	11 $\frac{1}{2}$
Total on whole road, December 31, 1885			85 $\frac{1}{2}$	16	85 $\frac{1}{2}$	16	101 $\frac{1}{2}$	14 $\frac{1}{2}$	100 $\frac{1}{2}$	16	116 $\frac{1}{2}$
December 31, 1885—Within the State.											
The length of rail is double the length of single track, columns (b) and (c) above.											
Length in Miles.											
Average Weight per Mile.											
Total Weight (Tons).											
Length of iron rail											
Length of steel rail											
198 $\frac{1}{2}$											
88,000											
98,560											
7,810											
1,408											

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, Jas. M. Donahue, President of the San Francisco and North Pacific Railroad Company, and Thos. W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

JAMES M. DONAHUE.
THOS. W. JOHNSTON.

Subscribed and sworn to before me, this twentieth day of September, 1886.

J. F. KINGWELL,
Notary Public in and for the City and County of San Francisco, State of California.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets San Francisco.
The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,750,000 00
2. Capital stock authorized by votes of company.....	3,750,000 00
3. Capital stock issued [number of shares, 18,610]; amount paid in	1,861,000 00
5. Total amount paid in, as per books of the company	1,861,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	17
10. Number of stockholders in California.....	15
11. Amount of stock held in California.....	1,812,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,023,000 00
Interest paid on same during year.....	\$61,980 00
13. Total amount of funded debt.....	\$1,023,000 00
16. Total gross debt liabilities	\$1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$72,450 68
Sinking funds.....	31,499 40
	103,950 08
18. Total net debt liabilities	\$919,049 92

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

1. Grading and masonry	}	
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		\$2,928,759 33
11. Total cost of construction		\$2,928,759 33

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	\$2,928,759 33
30. Cash and cash assets	72,450 68
31. Total property and assets of the company	\$3,001,210 01

32. SINKING AND CONTINGENT FUNDS.

Applicable to redemption of what bonds:

Character.	Terms and conditions of funds.
First mortgage bonds	One per cent per annum of outstanding funded indebtedness to be set apart for a sinking fund, beginning January 1, 1883.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	
2. Bridging		
3. Superstructure, including rails		\$138 75
Moving telegraph lines		272 33
18. Total		\$411 08
19. Property sold and credited to property account during the year:		
Eckley depot, charged in error		\$756 98
Material sold on account track		845 63
Total		\$1,602 61
20. Net deduction from property account for the year		1,191 53

REVENUE FOR THE YEAR.

(See lessee's report.)

13. Derived from rents for use of road and equipment when leased		\$165,600 00
Less taxes	\$5,960 73	
Less general expenses	822 90	
		6,783 63
		\$158,816 37

NET INCOME, DIVIDENDS, ETC.

1. Total net income		\$158,816 37
2. Percentage of same to capital stock and net debt .....	.0577%	
3. Percentage of same to total property and assets .....	.0418%	
4. Interest accrued during the year:		
On funded debt	\$61,980 00	
On other debt	473 83	
Total		62,453 83
5. Dividends declared (6 per cent) for the year		111,660 00
6. Date of last dividend declared		Nov. 23, 1885.
7. Balance for the year (deficit)		15,297 46
8. Surplus at commencement of the year		160,946 87

9. Surplus at commencement of the year, as changed by aforesaid entries.	\$160,946 87
10. Total surplus, December 31, 1885.....	145,649 41
11. Paid to sinking funds, in hands of Trustees.....	11,165 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See report of Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See report of Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31, 1885.

Debits.	
Cost of road.....	\$2,928,759 33
Sinking funds in hands of Trustees.....	31,499 40
Cash, cash assets, and other items.....	72,450 68
Total.....	<u>\$3,032,709 41</u>
Credits.	
Capital stock.....	\$1,861,000 00
Funded debt.....	1,023,000 00
Other debts:	
Sinking fund interest.....	3,060 00
Profit and loss (profit, if any).....	145,649 41
Total.....	<u>\$3,032,709 41</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental.....		\$165,600 00
Taxes.....	\$5,960 73	
Dividends.....	111,660 00	
General expenses.....	822 90	
Interest.....	62,453 83	
Loss.....		15,297 46
	<u>\$180,897 46</u>	<u>\$180,897 46</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez.....	Sept. 3, 1878.
2. Length of main line of road from near Martinez to Tracy.....	46.5180 miles.
Length of main line in California.....	46.5180 miles.
3. Length of line with track laid, if road is not completed.....	46.5180 miles.
10. Total length of road belonging to this company.....	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	10.1068 miles.
12. Same in California.....	10.1068 miles.
13. Aggregate length of track belonging to this company computed as single track.....	56.6248 miles.
14. Same in California.....	56.6248 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).	
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	2
18. Number of wooden bridges (aggregate length, 5,457 feet), in California.....	79
19. Number of crossings of highways at grade, in California.....	35
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	35
29. Number of railroad crossings under other railroads.....	3
Black Diamond Railroad, 19 feet clear, Cornwall.	
Pittsburg Railroad, 18½ feet clear, Los Medanos.	
Empire Railroad, 19 feet clear, Antioch.	

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	April 1, 1878.	April 1, 1908.	Gold	Gold	6	Apr. and Oct.
Authorized Amount.	Total Issued, December 31, 1885.		Accrued Interest to December 31, 1885— During Year.		Amount of Bonds Outstanding December 31, 1885.	
\$3,750,000 00	\$1,023,000 00		\$61,380 00		\$1,023,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1885.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.			
				Track.	Sidings.	Track and Sidings.					
Main Line and Branches.		From—	To—	Steel.	Steel.	Iron and Steel.	Steel.	Iron.	Steel.	Iron and Steel.	
Main line within State		Near Martinez ..	Tracy	46.5180	46.5180	46.5180	46.5180	10.1068	(b) 10.1068	(c) 46.5180	56.6248
Total on whole road December 31, 1885.....				46.5180	46.5180	46.5180	46.5180	10.1068	10.1068	46.5180	56.6248
Total constructed during year	} None.
Total within the State constructed during year.....				.....	.....	.....	.....	.....	.....	.....
Total without the State constructed during year .....				.....	.....	.....	.....	.....	.....	.....
December 31, 1885.											
The length of rail is double the length of single track, columns (b) and (c) above.											
				Within the State.			Total.				
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).		
Length of iron rail				20.2136	44.0000	889.3984	20.2136	44.0000	889.3984	889.3984	
Length of steel rail				93.0360	39.2857	3,654.9844	93.0360	39.2857	3,654.9844	3,654.9844	
Total length of iron rail laid during the year .....				.....	.....	.....	.....	.....	.....	} None.
Total length of steel rail laid during the year .....				.....	.....	.....	.....	.....	.....
Total length of iron rail replaced by steel rail during the year .....				.....	.....	.....	.....	.....	.....
Of the iron rail, the length of rerolled iron was .....				.....	.....	.....	.....	.....	.....	.....

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Leland Stanford, President of the San Pablo and Tulare Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,

Notary Public in and for the City and County of San Francisco.

SOUTHERN PACIFIC RAILROAD COMPANY.

NOTE.—Operating earnings and expenses, and all other operating statistics, are given for first two months only, the road having been operated, under lease, by Southern Pacific Company since February 28, 1885.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
William Hood, Acting Chief Engineer	San Francisco.
Jerome Madden, Land Agent	San Francisco.
Timothy Hopkins	San Francisco.
Charles Mayne	San Francisco.
W. V. Huntington	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company	San Francisco.
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CAPITAL STOCK.

1. Capital stock authorized by charter	\$90,000,000 00
3. Capital stock issued [number of shares, 437,522]; amount paid in	43,752,200 00
4. Capital stock paid in on shares not issued [number of shares, 16,450]	286,900 00
5. Total amount paid in, as per books of the company	44,039,100 00
6. Amount per share still due on stock { \$80 per share on 12,240 shares. } not full paid	82 55
8. Par value of shares issued	100 00
9. Total number of stockholders, of record	24
10. Number of stockholders in California, of record	22
11. Amount of stock held in California	642,250 00

DEBT.

12. Funded debt as follows:	
Bonds	\$32,220,000 00
Interest paid on same during year	\$1,960,170 00
13. Total amount of funded debt	\$32,220,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	\$5,595 00
All other debts, current credit balances, etc.	717,427 35
15. Total amount of unfunded debt	723,022 35
16. Total gross debt liabilities	\$32,943,022 35

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$834 18
Other securities and debt balances.....	482,860 58
	<hr/>
	\$483,694 76
18. Total net debt liabilities.....	<hr/> \$32,459,327 59

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$75,144,561 10
2. Bridging.....		
3. Superstructure		
4. Land		
Land damages.....	}	Estimated {
Fences		
5. Passenger, freight, and water stations		
6. Engine houses and car sheds	}	991,733 15
7. Machine shops, including machinery and tools.....		149,520 86
9. Engineering—Agencies, salaries, and other expenses during construction: (Included in contract for construction of road.)		258,346 03

Equipment.

	Number.	To December 31, 1885.
		Estimated Cost.
12. Locomotives	80	\$1,255,905 95
14. Parlor cars	2	15,216 81
16. Passenger cars	102	439,474 55
Mail cars	6	26,038 52
Baggage cars	14	41,058 40
17. Freight cars	1,605	1,461,796 02
Other cars.....	333	85,767 86
18. Total for equipment.....		<hr/> \$3,325,258 11

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads.....	None.
21. Bonds of other roads.....	None.
22. Other securities.....	None.
23. Steamboat property.....	None.
24. Investments in transportation lines.....	None.
25. Other property purchased.....	None.
27. Whole amount of permanent investments	\$79,869,419 25
28. Property in California	79,869,419 25
30. Cash and cash assets	483,694 76
31. Total property and assets of the company	<hr/> 80,353,114 01

32. SINKING AND CONTINGENT FUNDS.
Showing Amount of same and their Purpose.

Applicable to Redemption of what Bonds.		Term and Conditions of Funds.	Total to December 31, 1885.			Received During Year.	Applied During Year.	On Hand December 31, 1885.
Character.	Series.		Invested.	Applied.	On Hand.			
First mortgage -----	A	{ Proceeds of sales of govern- ment lands. { Sinking fund \$100,000 yearly, commenced in the year 1882. }	\$3,136,052 92	\$2,889,829 46	\$246,223 46	\$583,701 21	\$596,230 00	\$246,223 46
First mortgage -----	B							
First mortgage -----	C							
First mortgage -----	D							
First mortgage -----	E							
First mortgage -----	F		400,000 00	400,000 00	-----	100,000 00	100,000 00	-----

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		\$5,385 68
Land damages		
Fences		
5. Passenger and freight stations		14,802 62
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		302 84
7. Machine shops, including machinery and tools		81,913 01
9. Locomotives		16,521 76
12. Sleeping cars		434 45
14. Freight and other cars { Other cars, 37		3,482 50
{ Freight cars, 56		20,690 50
18. Total		<u>\$82,941 42</u>
20. Net addition to property account for the year		<u>\$82,941 42</u>

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$73,846 81
2. Derived from passengers from and to other roads, over roads operated by this company	680 64
5. Derived from express, \$2,518 65, and extra baggage, \$2,290 15	4,809 80
6. Derived from mails	2,261 96
7. Total earnings from passenger department	<u>\$81,599 21</u>
12. Total earnings from freight department (northern division)	<u>\$97,577 59</u>
13. Derived from rents for use of road and equipment when leased	<u>\$347,811 00</u>
14. Total transportation earnings	<u>\$179,176 80</u>
15. Earnings per mile of road operated	\$886 09
16. Earnings per train mile (total passenger and freight)	2 17
17. Income derived from rent of property, other than road and equipment, northern division	1,772 14
Storage, northern division	248 99
Miscellaneous, northern division	3,223 80
Telegraph, northern division	500 00
19. Total income derived from all sources	<u>\$532,732 73</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local (Northern Division)	\$6,810 25
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General accounts, embracing salaries of general officers, general office expenses, legal expenses, etc. (Northern Division)	7,192 68
Expense of Superintendent	1,078 25
Station service	4,517 25
Train service	13,632 46
Office expense	7,507 01
Stationery and printing	1,623 25
Advertising	1,089 48
Repairs of tools	565 92
Miscellaneous expenses	456 82
Locomotive service	10,245 77
5. Total	<u>\$54,719 14</u>
6. Proportion belonging to passenger department, 45.5 per cent.	\$24,897 21
7. Proportion belonging to freight department, 54.5 per cent.	29,821 93

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$20,484 86
2. Iron rails laid, deducting old rails taken up	
3. Steel rails laid, deducting old rails taken up	
New ties	None.

5. Repairs of bridges, \$3,102 39, and \$1,181 21	\$4,283 60
6. Repairs of buildings and fixtures (stations and turntables).....	1,667 66
8. Repairs of fences, road crossings, and signs	1,037 26
10. Repairs of locomotives	5,074 57
14. Fuel for engines and cars:	
Number of cords of wood, 178½; cost	\$713 50
Number of tons of coal, 20,242; cost	14,173 25
15. Water and water stations	14,886 75
17. Oil and waste	1,299 36
	760 75
19. Total	\$49,494 81
20. Proportion of same to passenger department, 45.5 per cent.....	\$22,520 14
21. Proportion of same to freight department, 54.5 per cent.....	26,974 67

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$5,104 20
3. Damages and gratuities, passengers	82 87
Salaries, wages, and incidentals of ferries, mail service.....	122 50
5. Salaries, wages, and incidentals of passenger stations	1,505 75
8. Total	\$6,815 32

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$3,121 24
3. Damages and gratuities, freight	223 02
5. Salaries, wages, and incidentals of freight stations	8,023 80
8. Total	\$11,368 06
9. Total expenses of operating the road embraced in Classes I, II, III, and IV, and No. 12*	\$131,097 33
10. Per train mile (total passenger and freight and mixed)	82,461 1 59
11. Percentage of expenses to total transportation earnings .....	.737
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
*Monterey Railroad 15.12 miles, \$3,400; Santa Cruz Railroad, 26.20 miles, \$5,300; proportion passengers, 45.5 per cent; freight, 54.5 per cent.....	\$8,700 00
Taxes, Southern Division, on Government lands	687 16
General accounts, embracing salaries of general officers, general office expenses, etc., Southern Division leased road	44,882 23
13. Total expenses	\$176,666 72

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$356,066 01
4. Interest accrued during the year:	
On funded debt	\$817,560 00
On other debt—credit	57,211 67
Total	760,348 33
5. Dividends declared for the year	None.
7. Balance for the year (or deficit)	\$404,282 32
8. Surplus at commencement of the year	\$2,660,333 40
Add entries made in profit and loss account during the year, not included in the foregoing statement.....	1,214,940 58
9. Surplus at commencement of the year, as changed by aforesaid entries	3,875,273 98
10. Total surplus, December 31, 1885	\$3,470,991 66
11. Paid to sinking funds, in hands of Trustees	\$100,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	\$81,599 21
2. Per passenger train mile, including one half mixed, 55,864 miles	1 46
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	24,897 21

4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	\$22,520 14
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	6,815 32
5½. Expenses, 45.5 per cent of \$8,700, Monterey and Santa Cruz Railroad, No. 12.....	3,958 50
6. Total expenses.....	<u>\$58,191 17</u>
7. Per passenger train mile, including one half mixed, 55,864 miles	\$1 04
8. Net earnings.....	23,408 04
9. Per passenger train mile, 55,864	42

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12.....	\$97,577 59
2. Per freight train mile, including one half of mixed trains, 26,597 miles	3 67
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	\$29,821 93
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	26,974 67
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	11,368 06
5½. Expenses, 53.1 per cent of \$8,700, Monterey and Santa Cruz Railroad, No. 12	4,741 50
6. Total expenses.....	<u>\$72,906 16</u>
7. Per freight train mile, including one half of mixed trains, 26,597 miles	\$2 74
8. Net earnings.....	24,671 43
9. Per freight train mile, 26,597 miles	93

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road.....	\$76,544,161 14
Cost of equipment.....	3,325,258 11
Cash, cash assets, and other items:	
Cash	834 18
Current accounts.....	472,626 34
Other accounts.....	10,234 24
Total.....	<u>\$80,353,114 01</u>
<i>Credits.</i>	
Capital stock.....	\$44,039,100 00
Funded debt.....	32,220,000 00
Other debts:	
Trustees of mortgage.....	246,223 46
Due for interest coupons	5,595 00
Current accounts	471,203 89
Profit and loss (profit, if any)	3,370,991 66
Total.....	<u>\$80,353,114 01</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
To operating expenses (two months)	\$113,992 01	-----
To general expense	28,056 29	-----
To legal expense	25,415 18	-----
To street assessments	596 42	-----
To interest on bonds (five months, to March 1)	817,560 00	-----
To sinking fund	100,000 00	-----
To other accounts	3,102 39	-----
To balance	3,370,991 66	-----
By balance December 31, 1884		\$2,660,333 40
By road earnings (two months)		532,732 73
By road earnings, through subsequent adjustment of accounts		164,356 67
By road earnings—account contract with Wells, Fargo & Company		22,336 00
By net profit from lease of lines, March 1, 1885, to South- ern Pacific Company		308,743 48
By Trustees, first mortgage bonds		613,000 00
By redemption of bonds (from sinking fund)		99,000 00
By interest (on current accounts)		57,211 67
	\$4,457,713 95	\$4,457,713 95

37. Number of stations on all roads owned by this company	160
38. Same in California	160
40. Miles of telegraph owned by this company	956.61
41. Number of telegraph offices in company stations	71

ROLLING STOCK.

	No.	Average Weight— Tons of 2,000.	Market Value.*
1. Locomotives	80	-----	-----
Average weight of engines in working order		48.2	-----
Maximum weight of engines in working order	[62]	-----	-----
2. Tenders	80	-----	-----
Average weight of tenders full of fuel and water		29.5	-----
Maximum weight of tenders full of fuel and water	[31.2]	-----	-----
Average joint weight of engines and tenders		77.7	-----
3. Length of heaviest engine and tender, from center of for- ward truck wheel of engine to center of rear wheel of tender	[48.1 feet]	-----	-----
4. Total length of heaviest engine and tender over all	[61.6 ft.]	-----	-----
6. Passenger cars	104	-----	-----
Average weight		18.2	-----
7. Mail and baggage cars	20	15.7	-----
8. Eight-wheel box freight cars	1,266	9.8	-----
10. Eight-wheel platform cars	339	8	-----
12. Other cars	333	2.2	-----

*In the absence of any demand for rolling stock, there is no basis upon which the value can be determined.

14. Total number of freight cars, including coal, etc., on basis of eight wheels	1,605
15. Number of locomotives equipped with train brakes	65
Kind of brake: Westinghouse air	
16. Number of cars equipped with train brakes	1,137
Kind of brake: Westinghouse air	
17. Number of passenger cars with Miller platform and buffer	108

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	47,363 miles.
2. Rate of speed of express passenger trains, including stops	34.3 miles.
3. Rate of speed of accommodation trains, including stops	26.9 miles.
4. Miles run by freight trains.....	18,096 miles.
5. Rate of speed of express freight trains, including stops	15 miles.
6. Rate of speed of accommodation freight trains, including stops.....	7 miles.
7. Miles run by other trains, and for what purpose:	
Mixed (freight and passenger).....	17,002 miles.
Gravel trains.....	137 miles.
Pay trains.....	720 miles.
8. Total train miles run	83,314 miles.
9. Total number of passengers carried	82,314
Number of through passengers going east, or north.....	None.
Number of through passengers going west, or south	None.
Number of local passengers going north	40,552
Number of local passengers going south	41,762
10. Total passenger mileage, or passengers carried one mile	2,609,839
11. Passenger mileage to and from other roads.....	28,516
Average number of miles traveled by each local passenger	*31.1 ¹ / ₁₀₀ miles.
Average number of miles traveled by each through passenger.....	None.
Average number of miles traveled by each passenger, through and local	See above*.
12. Number of tons freight carried (not including gravel)	41,318.8 ¹ / ₁₀₀
Number tons of each class of freight produced in this State, carried, viz.:	
Leather, hides, and pelts	236
Straw paper and boards	176.58
California wines and brandies.....	328.28
Quicksilver.....	157.94
Brick, lime, cement, stone, and sand	4,093.66
Lumber and other forest products.....	2,360.63
Wool.....	38.82
Milk	533.94
Pottery	60.46
Wood	1,393.28
Fruit.....	205.99
Grain	11,143.65
Coal, coke, and charcoal.....	2,288.92
Live stock	4,235.92
Hay and straw	3,072.13
Farm products	1,559.80
Flour and mill stuff	4,764.57
Merchandise	4,668.11
13. Total freight mileage, or tons carried one mile.....	2,596,548.64
15. Highest rate of fare per mile for any distance (excluding one mile)....	10 cents max.
16. Lowest rate of fare per mile for any distance (single fare).....	2.1 ¹ / ₁₀₀ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	3.7 ¹ / ₁₀₀ cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No ferry.
18. Average rate of fare per mile received from passengers to and from other roads.....	2.8 ¹ / ₁₀₀ cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	0.4 ¹ / ₁₀₀ cents.
20. Average rate of fare per mile for all passengers	2.8 ¹ / ₁₀₀ cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	3.7 ¹ / ₁₀₀ cents.
25. Average rate of freight per ton per mile for all.....	4.1 ¹ / ₁₀₀ cents.
27. Average number of cars in freight trains—basis of eight-wheel	17.4 ¹ / ₁₀₀
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	305,759
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	467,582

30. Number of persons regularly employed by company, including officers	766
Average pay of employes, other than officers	\$63.14
Average pay of engine drivers	\$3 50 to \$4 25
Average pay of passenger conductors	per day.
Average pay of freight conductors	\$85, \$100, to \$110
Average pay of baggage masters	per month.
Average pay of brakemen, yardmen, flagmen, and switchmen	\$85 and \$100 per
Average pay of section men	month.
Average pay of mechanics in shops	\$75 per month.
Average pay of laborers	\$65 to \$100 per
	month.
	\$1 75 per day
	and \$65 per
	month.
	20 cts. to 45 cts.
	per hour.
	\$1 75 to \$2 per
	day.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	*14,160
2. Passengers to San Francisco (including season)	28,959
3. Passengers from San Francisco (including season)	29,319
4. Season ticket passengers to and from San Francisco (one round trip daily)	See above*.

LIST OF ACCIDENTS IN CALIFORNIA.

(None.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued Dec. 31, 1885.	Accrued Interest.		Amount of Bonds Outstanding—Dec. 31, 1885.
					Rate.	Payable.			For 5 months to Feb. 28, inclusive.	Overdue.	
First mortgage -	A	April 1, 1875.	April 1, 1905.	Gold	6	Oct. 1 and April 1.	\$15,000,000	\$15,000,000	\$350,325		\$14,012,000
First mortgage -	B	Oct. 1, 1875.	Oct. 1, 1905.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	124,500		4,880,000
First mortgage -	C	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	116,675	\$5,595	4,571,000
First mortgage -	D	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.	5,000,000	5,000,000	118,975		4,759,000
First mortgage -	E	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.	5,000,000	5,000,000	100,900		3,730,000
First mortgage -	F	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.	5,000,000	582,000	6,185		288,000
									Bonds Redeemed During Year Ending December 31, 1885.		
					Series				Amount.	Cost.	Discount.
First mortgage.....						A		\$1,000	\$973 42		\$26 58
First mortgage.....						B		100,000	100,000 00		-----
First mortgage.....						C		96,000	93,447 90		2,552 10
First mortgage.....						D		-----	-----		-----
First mortgage.....						E		406,000	393,790 18		12,209 82
First mortgage.....						F		109,000	105,550 00		3,450 00

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

(None.)

TABLE D. GRANTS, OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

(None.)

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Assessed Value.
State of California	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements.....	\$139,060 00
City of Los Angeles.....	Nineteen acres in City of Los Angeles	64,800 00

NOTE.—Right of way included in contract for construction of road.

BONDS WHEREOF PRINCIPAL IS PAYABLE BY COMPANY—INTEREST BY STATE OR OTHER PARTIES.

(None.)

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.
Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands to let December 31, 1884.....	1,341,044.37	\$3.4229 +	\$4,590,007 86	\$764,983 14	\$5,355,001 00
Timber and stumpage.....		-----	3,862 20	-----	3,862 20
Total to December 31, 1885.....	1,341,044.37	\$3.4229 +	\$4,593,870 06	\$764,983 14	\$5,358,853 20
During the year ending December 31, 1885.....	347,135.24	\$2.328 +	\$809,194 41	\$152,467 10	\$961,661 51

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1885.....	\$2,213,199 75	\$41,913 41	\$2,255,113 16	\$2,412,973 19	\$723,079 73	\$3,136,052 92
To December 31, 1884.....	1,862,487 11	27,402 13	1,889,889 24	1,957,227 80	585,123 91	2,542,351 71
During the year ending December 31, 1885.....	\$350,712 64	\$14,511 28	\$365,223 92	\$455,745 39	\$137,965 82	\$593,701 21

TABLE F—Continued.
Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Coin.	Net Coin Receipts.
To December 31, 1885	\$3,136,052 92	\$3,136,052 92
During year	593,701 21	593,701 21

Application of Amount placed in hands of Trustees for Redemption of Bonds. (To be stated in Coin.)

	Bonds Redeemed.		Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.			
To December 31, 1884	2,683	\$2,337,000 00	\$2,542,351 71	\$248,752 25	\$43,400 54
During year	613	613,000 00	593,701 21	2,528 79	16,770 00
Totals	3,296	\$2,950,000 00	\$3,136,052 92	\$246,223 46	\$60,170 54
Total net receipts as above stated			\$3,136,052 92		

Patents received to December 31, 1885—number of acres

Number of purchasers to December 31, 1885

Average number of acres sold to each

1,228,456.46
5,069
275.43

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Railroad Company, and Fred'k Madge, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
FRED'K MADGE.

Subscribed and sworn to before me, this twelfth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SOUTHERN PACIFIC COMPANY.

(From commencement of operations to December 31, 1885.)

The Southern Pacific Company is organized under the laws of the State of Kentucky. It operates, under lease, railroad lines in California, Arizona, New Mexico, Texas, and Louisiana; and steamship lines running from New Orleans to New York, Havana, Vera Cruz, etc. These lines include the Southern Pacific transcontinental lines.

It operates, also, under lease, the Central Pacific Railroad and its associated lines and branches. The Central Pacific Railroad Company receives, as rental, the net earnings of these lines. The earnings, expenses, and operations are, therefore, stated in the report of the Central Pacific Railroad Company.

This report of the Southern Pacific Company includes: Complete statements of the financial condition of that corporation, and exhibits of the earnings, expenses, and operations of the lines operated by that company in California (excepting those lines stated in the report of the Central Pacific Railroad Company, as noted above), viz.: Southern Pacific Railroad (Southern Division, Northern Division), Monterey Railroad, Pajaro and Santa Cruz Railroad, Los Angeles and Independence Railroad, Los Angeles and San Diego Railroad.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco, Cal.
C. P. Huntington, Vice-President	23 Broad Street, New York.
Chas. Crocker, Second Vice-President	23 Broad Street, New York.
C. F. Crocker, Third Vice-President	San Francisco, Cal.
Timothy Hopkins, Treasurer	San Francisco, Cal.
E. H. Miller, Jr., Secretary and Controller	San Francisco, Cal.
W. E. Brown	San Francisco, Cal.
S. T. Gage	San Francisco, Cal.
W. V. Huntington	San Francisco, Cal.
F. S. Douty	San Francisco, Cal.
Ariel Lathrop	San Francisco, Cal.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets	San Francisco, Cal.
No. 23 Broad Street	New York.

The Southern Pacific Company was incorporated March 17, 1884, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below: (No consolidation.)

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued [number of shares, 885,601 $\frac{1}{2}$]; amount paid in	88,560,130 00
4. Capital stock paid in on shares not issued	None.
5. Total amount paid in, as per books of the company	88,560,130 00
6. Amount of capital stock issued but not full paid	None.
7. Amount per share still due thereon	None.
8. Par value of shares issued	100 00

9. Total number of stockholders.....46
 10. Number of stockholders in California... } Have no means of telling
 11. Amount of stock held in California..... } the residence of owners.

NOTE.—The capital stock may be increased from time to time, to such sums as may be determined by the Board of Directors, subject to the approval by at least two thirds of the stockholders.

DEBT.

12. Funded debt as follows:		
Bonds.....		None.
14. Unfunded debt:		
Sundry liabilities.....	\$9,421,799	92
Net profits payable to sundry railroads.....	2,593,723	40
15. Total amount of unfunded debt.....	<u>\$12,015,523</u>	<u>32</u>
16. Total gross debt liabilities.....	<u>\$12,015,523</u>	<u>32</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand.....	\$2,286,927	89
Materials and supplies on hand.....	3,649,817	23
Other securities and debt balances.....	6,175,933	75
	<u>\$12,112,678</u>	<u>87</u>
18. Total net assets.....	<u>\$97,155</u>	<u>55</u>
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):		
The Southern Pacific Company pays interest on the bonds of the following companies, viz.:		
Central Pacific Railway Company.....	\$58,264,000	00
Southern Pacific Railroad Company of California.....	32,220,000	00
Southern Pacific Railroad Company of Arizona.....	10,000,000	00
Southern Pacific Railroad Company of New Mexico.....	4,180,000	00
Galveston, Harrisburg, and San Antonio Railway Company.....	25,163,000	00
Texas and New Orleans Railroad Company.....	4,279,000	00
Louisiana Western Railroad Company.....	2,240,000	00
Morgan's Louisiana and Texas Railroad and Steamship Company.....	6,736,716	00
New York, Texas, and Mexican Railway Company.....	1,518,000	00
	<u>\$144,600,716</u>	<u>00</u>
20. Amount of claims against the company which for any reason have not been entered upon the books.....		None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(No property owned.)

Equipment.

(No equipment owned.)

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

(No lands owned.)

20. *Stock of Other Roads.*

	To December 31, 1885.	
	Number of Shares.	Price Paid.
Southern Pacific Railroad of California.....	436,849	} \$87,648,180
Southern Pacific Railroad of Arizona.....	199,950	
Galveston, Harrisburg, and San Antonio Railway	66,888	
Texas and New Orleans Railroad.....	258,120	
Louisiana Western Railroad.....	50,000	
Morgan's Louisiana and Texas Railroad and Steamship Co.	33,600	
Mexican International Railroad.....	40,627	
New York, Texas, and Mexican Railway.....	41,721	
	5,940	
Total	1,133,695	

21. *Bonds of Other Roads.*

	To December 31, 1885.	
	Nominal Amount.	Price Paid.
Galveston, Harrisburg, and San Antonio Railway *	\$1,110,000	\$999,000

* Second mortgage, Western Division, 6 per cent.

23. *Steamboat Property.*

(None owned.)

24. *Investments in Transportation Lines.*

(None, except through ownership of stock of other railroads.)

25. *Other Property Purchased.*

(None.)

27. Whole amount of permanent investments.....	\$88,647,180 00
30. Cash and cash assets.....	12,112,678 87
31. Total property and assets of the company.....	<u>\$100,759,858 87</u>

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

(No property owned. Betterments and additions to property of roads operated are charged in profit and loss account.)

REVENUE FOR THE YEAR.

(Ten months ending December 31, 1885.)

2. Derived from passengers from and to other roads, over roads operated by this company	\$1,345,421 86
3. Derived from other roads as tolls for use of passenger cars.....	2 35
4. Derived from other sources belonging to passenger department, sleeping car	23,715 85
5. Derived from express and extra baggage.....	72,530 77
6. Derived from mails.....	66,460 99
7. Total earnings from passenger department.....	<u>\$1,508,131 82</u>
8. Derived from local freight on roads operated by this company (including No. 10).....	\$2,228,859 40
9. Derived from other roads as tolls for use of freight cars	4,191 09
12. Total earnings from freight department.....	<u>\$2,233,050 49</u>

13. Derived from rents for use of road and equipment when leased:	
Miscellaneous earnings	\$38,775 66
Telegraph earnings	18,313 60
Rental earnings	13,622 85
14. Total transportation earnings	<u>\$3,811,894 42</u>
15. Earnings per mile of road operated, 800 miles	\$4,764 87
16. Earnings per train mile (total passenger and freight)	2 26
17. Income derived from rent of property, other than road and equipment:	
Rent for Colorado Division leased to A. & P. R. R., March to December 31, 1885	363,555 00
Use of track between Colton and Los Angeles leased to California Southern Railroad, one month and two days	6,238 36
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.)	None.
19. Total income derived from all sources	<u>\$4,181,687 78</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Ten months ending December 31, 1885.)

Class I—General traffic expenses.

1. Taxes, State and local	\$204,416 09
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expenses of Superintendent	24,625 14
Office expense	73,861 50
Stationery and printing	12,933 53
Advertising	12,614 69
Miscellaneous expenses	31,331 07
Engineering	1,853 22
General expenses	75,600 48
Legal expenses	22,677 41
Betterments and additions	222,321 01
3. Insurance premiums and losses by fire, and damages for fires set by engines	4,020 62
4. Telegraph expenses	25,997 81
5. Total	<u>\$712,252 57</u>
6. Proportion belonging to passenger department, 40.31 per cent	\$287,109 01
7. Proportion belonging to freight department, 59.69 per cent	425,143 56

Class II—Maintenance of Way and Buildings, and Movement Expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$254,501 28
2. Iron rails, deducting old rails taken up	None.
3. Steel rails laid, deducting old rails taken up. (Number of miles, 12.073)	
Number of miles, 4,7563; weight per yard, 50 pounds	12,343 30
Number of miles, 7,3170; weight per yard, 60 pounds	22,421 52
4. New ties. (Number, 68,386); cost	34,819 76
5. Repairs of bridges	40,005 00
6. Repairs of buildings and fixtures (stations)	10,856 85
7. Repairs of machinery and tools	11,388 95
8. Repairs of fences (road crossings, and signs, included in No. 1)	1,999 69
9. Removing ice and snow	4 70
10. Repairs of locomotives	123,253 84
11. New locomotives, charged to operating expenses	None.
12. Wharf service	952 48
13. New snow plows, charged to operating expenses	None.
14. Fuel for engines and cars:	
Number of cords of wood, —; cost	14,935 88
Number of tons of coal, —; cost	474,757 85
15. Water and water stations	20,035 02
16. Fuel for stations and shops:	
For shops	Charged pro rata to work.
For stations	Charged to station service.
17. Oil and waste	10,829 23
18. Switchmen, watchmen, flag and signalmen	Included in train service.
19. Total	<u>\$1,033,105 35</u>

20. Proportion of same to passenger department, 40.31 per cent.....	\$416,444 77
21. Proportion of same to freight department, 59.69 per cent.....	616,660 58

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$48,418 62
2. New passenger, mail, and baggage cars, charged to operating expenses.....	None.
3. Damages and gratuities, passengers and property.....	5,053 39
4. Salaries, wages, and incidentals of passenger trains.....	164,985 32
Salaries, wages, and incidentals of ferries.....	None.
5. Salaries, wages, and incidentals of passenger stations.....	76,459 25
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same.....	None.
7. Amount paid other roads for balance of mileage of passenger cars and engines.....	30,886 39
8. Total.....	<u>\$325,802 97</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$85,958 48
Repairs of dump and work cars.....	27 62
3. Damages and gratuities, freight.....	3,001 06
4. Salaries, wages, and incidentals of freight trains.....	222,850 42
5. Salaries, wages, and incidentals of freight stations.....	113,218 86
7. Amount paid other roads for balance of mileage of freight cars and engines.....	19,997 12
8. Total.....	<u>\$445,053 56</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$2,516,214 45
12. Amount paid other companies as rent for use of road:	
Colorado River bridge.....	9,758 00
Los Angeles and Independence Railroad.....	16,830 00
Los Angeles and San Diego Railroad.....	27,820 00
Monterey Railroad.....	17,000 00
Pajaro and Santa Cruz Railroad.....	26,500 00
Southern Pacific Railroad of California.....	308,743 48
13. Total expenses.....	<u>\$2,922,865 93</u>

NET INCOME, DIVIDENDS, ETC.

(Net income, dividends, etc., are shown in the reports of the several railroad companies.)

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$1,508,131 82
2. Per passenger train mile.....	2 11
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	287,109 01
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	416,444 77
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	325,802 97
6. Total expenses, not including interest, nor rental leased lines.....	1,029,356 75
7. Per passenger train mile.....	44
8. Net earnings, not including interest nor rental leased lines.....	478,775 07
9. Per passenger train mile.....	67

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$2,233,050 49
2. Per freight train mile.....	2 31
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	425,143 56
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	616,660 58
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	445,053 56
6. Total expenses, not including interest nor leased lines.....	1,486,857 70
7. Per freight train mile.....	1 54
8. Net earnings, not including interest nor rental leased lines.....	746,192 79
9. Per freight train mile.....	77

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31, 1885.

<i>Debits.</i>	
Supplies and materials on hand	\$3,649,817 23
Cash, cash assets, and other items:	
Stocks and bonds owned	88,647,180 00
Cash on hand	2,286,927 89
Remittances in transit	178,027 15
Due by agents	292,730 87
Due by companies and individuals	5,229,161 03
Due by United States Government for transportation, etc.	423,848 58
Unadjusted open accounts	52,166 12
Total	\$100,759,858 87
<i>Credits.</i>	
Capital stock	\$88,560,130 00
Other debts:	
Unpaid vouchers and pay-rolls	2,452,421 01
Due companies and individuals	3,044,194 87
Unadjusted open accounts	420,540 70
Taxes in litigation	366,822 88
Coupons due in 1885	224,760 17
Coupons due in 1886	2,913,060 29
Due Central Pacific Railroad on May 1, 1885, for net profits up to December 31, 1885	1,482,033 05
Due lessor companies on March 1, 1885, for net profits up to December 31, 1885	1,072,835 05
Due other companies for earnings	38,855 30
Profit and loss (profit, if any)	184,205 55
Total	\$100,759,858 87

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
To operating expenses	\$12,149,823 79	
To rental for leased property	1,382,671 80	
To additions and betterments	523,280 11	
To taxes	859,505 06	
To interest on bonded debt to Dec. 31, 1885	6,852,395 55	
To interest on floating debt	220,015 07	
To C. P. R. R. Co.'s sinking funds April 1-Dec. 31, 1885	452,625 00	
To C. P. R. R. Co.'s U. S. sinking funds April 1-Dec. 31, 1885	303,914 52	
To C. P. R. R. Co. for net profits	1,482,033 05	
To lessor companies for net profits, Mar. 1-Dec. 31, 1885	1,072,835 05	
To earnings due other roads	38,855 30	
To balance to credit of general account	184,205 55	
By gross earnings		\$25,006,106 35
By gross earnings from transfer lines in Texas and Louisiana	\$46,451 45	
Less expenses	46,285 12	
By rental from leased lines		166 33
By interest on bonds owned		415,937 17
By income from other sources		99,900 00
		50 00
	\$25,522,159 85	\$25,522,159 85
Balance brought down		\$184,205 55

DESCRIPTION OF ROAD.

(No road owned.)

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of each.

Name of Company.	Termini.		Length (Miles)	Amount of Rental.
	From—	To—		
Los Angeles and Independence Railroad...	Los Angeles ----	Santa Monica...	16.83	..... \$100 per mile
Los Angeles and San Diego Railroad	Florence	Santa Ana	27.60	..... \$100 per mile
Monterey Railroad	Monterey	Castroville	15.12	..... \$1,700 per month.
Pajaro and Santa Cruz Railroad	Pajaro	Santa Cruz	21.20	} Principal and interest on \$530,000 bonds at 6 per ct. per annum.
Pajaro and Santa Cruz Railroad	Aptos	Monte Vista	5.00	
Pacific Improvement Company	Col. River Bridge .....	.....	.13	
Southern Pacific Railroad of California	Huron	Colorado River	553.23	} Net earnings.
Southern Pacific Railroad of California	San Francisco ..	Tres Pinos	100.49	
Southern Pacific Railroad of California	Cornadero	Soledad	60.40	
Total .....	.....	.....	800.00	

31. Total length of above roads	800 miles.
32. Total length of above roads in California	800 miles.
33. Total length of above roads in other States (specifying each)	None.
34. Total miles of road operated by this company in California except Central Pacific Railroad, etc.	800
35. Total miles of road operated by this company in California not including Central Pacific Railroad and associate lines	800
33. Number of stations on all roads operated by this company in California except Central Pacific Railroad, etc.	177
37. Number of stations on all roads owned by this company	No road owned.
38. Same in California	No road owned.
39. Miles of telegraph on line of road operated by this company	800
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	70
42. Number of telegraph stations operated by this company	None.
43. Number of telegraph stations operated jointly by railroad and telegraph companies	70

ROLLING STOCK.

(No rolling stock owned.)

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	716,277
2. Rate of speed of express passenger trains, including stops	34 $\frac{1}{2}$
3. Rate of speed of accommodation trains, including stops	26 $\frac{1}{2}$
4. Miles run by freight trains	967,339
5. Rate of speed of express freight trains, including stops	No trains of this class.
6. Rate of speed of accommodation freight trains, including stops	15
7. Miles run by other trains, and for what purpose:	
Switching	377,093
Miscellaneous	78,528
8. Total train miles run	2,139,237
9. Total number of passengers carried	966,411
Number of through passengers going east (or north)	10,383
Number of through passengers going west (or south)	23,706
Number of local passengers going east (or north)	} 932,322
Number of local passengers going west (or south)	

10. Total passenger mileage, or passengers carried one mile	} Have no means of telling for 1885.
11. Total passenger mileage to and from other roads	
Average number of miles traveled by each local passenger	
Average number of miles traveled by each through passenger	
Average number of miles traveled by each passenger, through and local	} 1,242,770
12. Number of tons freight carried (not including gravel)	
Number of tons freight from other States, carried	} Carried freight in California only.
Number of tons freight in this State, carried	
Number of tons of freight produced in this State, carried	} 1,242,770
Number of tons of each class of freight produced in this State, carried	
13. Total freight mileage, or tons carried one mile	} Have no means of telling for 1885.
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	} See report of C. P. R. R. Co. Included therein.
16. Lowest rate of fare for any distance (single fare)	
Commutation	} 6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	} 2.17 cents.
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	} .94 cents.
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	} See report of C. P. R. R. Co. Included therein.
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	} 15 cents.
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	} $\frac{3}{100}$ of a cent.
Average rate of freight per ton per mile, products of this State	
Average rate of freight per ton per mile, products of other States	} See report of C. P. R. R. Co. Included therein.
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight-wheel	} 4.90
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	} 10.51
30. Number of persons regularly employed by company, including of-ficers	
Average monthly pay of employes, other than officers	} Unable to state.
Average monthly pay of engine drivers	
Average monthly pay of passenger conductors	} See report of C. P. R. R. Co.
Average monthly pay of freight conductors	
Average monthly pay of baggage-masters	} See report of C. P. R. R. Co.
Average monthly pay of brakemen, flagmen, and switchmen	
Average monthly pay of section-men	} See report of C. P. R. R. Co.
Average monthly pay of mechanics in shops	
Average monthly pay of laborers	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	} See report of C. P. R. R. Co. Included therein.
2. Passengers to San Francisco (including season)	
3. Season ticket passengers to and from San Francisco (including season)	

LIST OF ACCIDENTS IN CALIFORNIA.

Passengers	} See report of C. P. R. R. Co. Included therein.
Employes	
Others	

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

(None.)

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

(None.)

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

(None.)

TABLE F. SALES OF LANDS GRANTED BY THE UNITED STATES GOVERNMENT.

(No lands granted to Southern Pacific Company.)

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles F. Crocker, Third Vice-President of the Southern Pacific Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
E. H. MILLER JR.

Subscribed and sworn to before me, this sixteenth day of July, A. D. 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, Cal.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Chas. F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Stockton and Copperopolis Railroad Company was incorporated November 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad.....	October 11, 1865.
Stockton and Visalia Railroad.....	December 16, 1869.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$7,000,000 00
2. Capital stock authorized by votes of company.....	7,000,000 00
3. Capital stock issued [number of shares, 2,345]; amount paid in.....	234,000 00
4. Capital stock paid in on shares not issued.....[number of shares, none.]	
5. Total amount paid in, as per books of the company.....	234,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	15
10. Number of stockholders in California.....	13
11. Amount of stock held in California.....	200,520 00

DEBT.

12. Funded debt as follows:		
Bonds.....		\$500,000 00
Interest paid on same during year.....	\$25,000 00	
Certificates of indebtedness.....	109,587 50	
Interest paid on same during year.....	6,726 86	
13. Total amount of funded debt.....		<u>\$500,000 00</u>
14. Unfunded debt:		
All other debts, current credit balances, etc.....		\$109,587 50
16. Total gross debt liabilities.....		<u>\$609,587 50</u>
18. Total net debt liabilities.....		<u>\$609,587 50</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	}	
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....		
6. Engine houses, car sheds, and turntables.....		
7. Machine shops, including machinery and tools.....		
8. Interest.....	}	\$737,648 57
9. Engineering.....		
Agencies, salaries, and other expenses during construction.....		
Right of way.....		425 00
11. Total cost of construction, including rolling stock.....		<u>\$738,073 57</u>

Equipment.

12. Locomotives.....	3
16. Passenger cars.....	4
Baggage cars.....	1
17. Freight cars.....	45
Total for equipment included in above.....	

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$738,073 57
31. Total property and assets of the company.....	<u>738,073 57</u>

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

Air brakes.....	\$967 96
18. Total.....	<u>\$967 96</u>
20. Net addition to property account for the year.....	967 96

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad, lessees.)

13. Derived from rents for use of road and equipment when leased.....	\$41,214 52
Less general expense.....	10 50
	<u>\$41,204 02</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$41,204 02
2. Percentage of same to capital stock and net debt.....	4.88
3. Percentage of same to total property and assets.....	5.59
4. Interest accrued during the year:	
On funded debt.....	\$25,000 00
On other debt.....	6,726 86
Total.....	<u>31,726 86</u>
6. Date of last dividend declared.....	None.
7. Balance for the year, or surplus.....	<u>\$9,477 16</u>
8. Deficit at commencement of the year.....	\$115,491 09

9. Deficit at commencement of the year, as changed by aforesaid entries	115,491 09
10. Total surplus December 31, 1885	106,013 93

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road	\$738,073 57
Profit and loss (loss, if any)	106,013 93
Total	<u>\$844,087 50</u>
<i>Credits.</i>	
Capital stock	\$234,500 00
Funded debt	500,000 00
Other debts	109,587 50
Total	<u>\$844,087 50</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Rental		\$41,214 52
Interest	\$31,726 86	
General expenses	10 50	
Profit	9,477 16	
Totals	<u>\$41,214 52</u>	<u>\$41,214 52</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	February, 1871.
From Stockton to Milton and Oakdale	32.6596 miles.
3. Length of line with track laid, if road is not completed	1
5. Branches owned by the company	11.9928 miles.
Peters to Milton (single track)	11.9928 miles.
6. Total length of branches owned by the company	11.9928 miles.
7. Total length of branches owned by the company in California	44.6522 miles.
10. Total length of road belonging to this company	4.3352 miles.
11. Aggregate length of siding and other tracks not enumerated above ...	4.3352 miles.
12. Same in California	48.9874 miles.
13. Aggregate length of track belonging to this company computed as single track	48.9874 miles.
14. Same in California	All iron.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	4
16. Number of spans of bridges of twenty-five feet and upwards, in California	54
18. Number of wooden bridges (aggregate length 4,271 feet), in California ..	39
19. Number of crossings of highways at grade, in California	2
21. Number of crossings of highways under railroad, in California	41
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	1
27. Number of railroad crossings at grade	
Central Pacific Railroad at Stockton	

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....	3	48,233	\$24,000 00
Average weight of engines in working order.....			
Maximum weight of engines in working order... [60,000]			
2. Tenders.....	3	25,000	
Average weight of tenders full of fuel and water.....			
Maximum weight of tenders full of fuel and water [30,000]			73,233
Average joint weight of engines and tenders.....			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.6 feet]			
4. Total length of heaviest engine and tender over all [49.8 feet]			
6. Passenger cars.....	4	31,800	15,250 00
Average weight.....			
Maximum weight..... [31,800]			
7. Mail and baggage cars.....	1	32,000	2,000 00
8. Eight-wheel box freight cars.....	4	18,000	3,200 00
10. Eight-wheel platform cars.....	41	13,500	28,700 00
12. Other cars: Coal and gravel.....			2,923 96
13. Total market value.....			\$76,073 96
14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....			45

MILEAGE, TRAFFIC, ETC.

(Included in lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	Jan. 1, 1875..	Jan. 1, 1905..	Gold....	Gold.....	5	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1885.		Accrued Interest During Year.		Amount of Bonds Outstanding Decem- ber 31, 1885.	
\$500,000 00	\$500,000 00		\$25,000 00		\$500,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1885.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
				Iron.	Iron.	Iron and Steel.	Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State.....	Stockton.....	Oakdale	32.6596	32.6596	32.6596	32.6596	3.7691	(b) 36.4287	36.4287
Main line within State.....	Peters	Milton	11.9928	11.9928	11.9928	11.9928	.5661	12.5589	12.5589
Total on whole road, December 31, 1885			44.6524	44.6524	44.6524	44.6524	4.3352	48.9876	48.9876
Total constructed during year.....							0.2358	0.2358	0.2358
Total within the State constructed during year.....							0.2358	0.2358	0.2358
The length of rail is double the length of single track, column (b) above.			December 31, 1885—Within State.			Total.			
			Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	
Length of iron rail.....			97.9752	39.2857	3,849.0243	97.9752	39.2857	3,849.0243	
Total length of iron rail laid during the year in construction of sidings.....			0.4716	- 39.2857	18.5271	0.4716	39.2857	18.5271	
Total length of steel rail laid during the year									
Total length of iron rail replaced by steel rail during the year									

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

(No information has been furnished whereby any grants made to the company could be entered on the books, the contract for building the road having stipulated that all grants should belong to the contractors, as one of the considerations of construction.)

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

(Lands granted by United States, as per Act of Congress, March 4, 1867, were restored to public domain by a further Act, approved June 15, 1874.)

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, Vice-President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President.....	Vacaville.
Timothy Hopkins, Vice-President.....	San Francisco.
Chas. F. Crocker, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Leland Stanford.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.
The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1877.
Purchased Vaca Valley Railroad, not an incorporation.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,000,000 00
2. Capital stock authorized by votes of company.....	500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]....	250,000 00
5. Total amount paid in, as per books of the company.....	250,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	7
10. Number of stockholders in California.....	5

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property.....	\$122,637 77
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.....	7,186 50
18. Total net debt liabilities.....	\$115,451 27

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$185,604 02
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest	}	
9. Engineering		
Agencies, salaries, and other expenses during construction		

Equipment.

	Number.....	To December 31, 1885.
		Cost.
12. Locomotives	2	\$15,000 00
16. Passenger cars	2	8,000 00
17. Freight cars	15	10,000 00
18. Total for equipment		\$33,000 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Town lots in Madison and Winters (value about)..... \$1,043 80

24. Investments in transportation lines.

Purchase of Vaca Valley Railroad

\$250,000 00

25. Other property purchased.

26. Total for property purchased	\$250,000 00
27. Whole amount of permanent investments	219,647 82
30. Cash and cash assets	7,186 50
31. Total property and assets of the company	\$476,834 32

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$2,460 47
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations	}	
6. Engine houses, car sheds, and turntables		
7. Machine shops		
18. Total		\$2,460 47
19. Property sold and credited to property account during the year:		
Town lots, Madison	\$1,011 20	
20. Net addition to property account for the year		\$1,449 27

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$11,416 88
5. Derived from express	1,793 60
6. Derived from mails	1,250 49
7. Total earnings from passenger department	\$14,460 97

8. Derived from local freight on roads operated by this company	\$50,381 68
11. Derived from other sources belonging to freight department, gravel ..	3,020 07
12. Total earnings from freight department	<u>\$53,401 75</u>
14. Total transportation earnings	\$67,862 72
15. Earnings per mile of road operated	2,340 10
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation, etc.):	
Interest on balance due company, account building lots sold	6 10
19. Total income derived from all sources	<u>\$67,868 82</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,293 56
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Office expenses	2,400 00
Stationery and printing	281 87
General expenses, San Francisco	10,194 30
3. Insurance premiums and losses by fire, and damages for fires set by engines	173 25
5. Total	<u>\$15,342 98</u>
6. Proportion belonging to passenger department	\$3,268 05
7. Proportion belonging to freight department	12,074 93

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$19,719 12
5. Repairs of bridges and culverts	2,354 67
6. Repairs of buildings and fixtures (stations and turntables)	4,439 53
10. Repairs of locomotives	2,466 30
14. Fuel for engines and cars:	
Number of cords of wood —; cost	3,500 00
15. Water and water stations	127 04
16. Fuel for stations and shops	400 00
17. Oil and waste	1,026 57
18. Total	<u>\$34,033 23</u>
20. Proportion of same to passenger department	\$7,252 25
22. Proportion of same to freight department	26,780 98

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$20 61
4. Salaries, wages, and incidentals of passenger trains	2,607 56
5. Salaries, wages, and incidentals of passenger stations	2,401 95
8. Total	<u>\$5,030 12</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$1,163 57
4. Salaries, wages, and incidentals of freight trains	2,607 56
5. Salaries, wages, and incidentals of freight stations	2,401 96
7. Amount paid other roads for balance of mileage of freight cars	2,685 50
8. Total	<u>\$8,858 59</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$63,264 92
11. Percentage of expenses to total transportation earnings [$93\frac{3}{4}$ per cent]	
13. Total expenses	63,264 92

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$4,603 90
2. Percentage of same to capital stock and net debt	2 $\frac{3}{8}$
3. Percentage of same to total property and assets	9 $\frac{1}{2}$

4. Interest accrued during the year:	
On other debt	\$9,637 87
6. Date of last dividend declared	None.
7. Balance for the year (deficit)	5,033 97
8. Surplus at commencement of the year	\$58,382 22
Add entries made in profit and loss account during the year, not included in the foregoing statement	\$10,631 60
9. Surplus at commencement of the year, as changed by aforesaid entries ..	69,013 82
10. Total surplus December 31, 1885	63,979 85

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$14,460 97
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	3,268 05
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	7,252 25
5. Expenses, "Passenger Traffic," as per Class III, No. 8	5,030 12
6. Total expenses	15,550 42
8. Net earnings (deficit)	1,089 45

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$53,401 75
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	12,074 93
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	26,780 98
5. Expenses, "Freight Traffic," as per Class IV, No. 8	8,858 59
6. Total expenses	47,714 50
8. Net earnings	5,687 25

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road	\$435,604 02
Cost of equipment	33,000 00
Cash, cash assets, and other items:	
Stockholders	250,000 00
Current accounts	7,186 50
Total	<u>\$725,790 52</u>
<i>Credits.</i>	
Capital stock	\$500,000 00
Other debts:	
Subsidies	21,808 50
Town of Madison	\$13,253 55
Town of Winters	4,110 85
	17,364 40
Current accounts	122,637 77
Profit and loss (profit, if any)	63,979 85
Total	<u>\$725,790 52</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Balance December 31, 1884		\$58,380 20
Earnings		70,323 19
Operating expense	\$42,597 81	
Interest	9,637 87	
General expense	10,194 30	
Taxes	2,293 56	
Balance to 1886	63,979 85	
	<u>\$128,703 39</u>	<u>\$128,703 39</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville.....	Jan. 25, 1869.
From Elmira to Winters.....	Aug. 26, 1875.
From Elmira to Madison.....	May 1, 1877.
2. Length of main line of road from Elmira to Madison.....	29 miles.
Length of main line in California.....	29 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	2 miles.
12. Same in California.....	2 miles.
13. Aggregate length of track belonging to this company computed as single track.....	31 miles.
14. Same in California.....	31 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	4
18. Number of wooden bridges (aggregate length, 16 feet), in California.....	18
19. Number of crossings of highways at grade, in California.....	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	20
34. Total miles of road operated by this company.....	31
35. Total miles of road operated by this company in California.....	31
36. Number of stations on all roads operated by this company.....	6
37. Number of stations on all roads owned by this company.....	6
38. Same in California.....	6
39. Miles of telegraph on line of road operated by this company.....	30
41. Number of telegraph offices in company stations.....	3
42. Number of telegraph stations operated by this company.....	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....	1	28	\$4,000 00
2. Tenders.....	1	28	
6. Passenger cars.....	1		2,500 00
7. Mail and baggage cars.....	1		1,000 00
8. Four-wheel box freight cars.....	5		2,000 00
11. Four-wheel platform cars.....	10		3,000 00
12. Other cars, hand and section.....	8		400 00
13. Total market value.....			\$12,900 00

15. Number of locomotives equipped with train brakes:	
Kind of brake: Hand.	
16. Number of cars equipped with train brakes:	
Kind of brake: Hand.	
17. Number of passenger cars with Miller platform and buffer.....	None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains, daily.....	120 miles.
2. Rate of speed of express passenger trains, including stops.....	15 miles.
3. Rate of speed of accommodation trains, including stops.....	15 miles.
4. Miles run by freight trains.....	120 miles.
5. Rate of speed of express freight trains, including stops.....	15 miles.
6. Rate of speed of accommodation freight trains, including stops.....	15 miles.
15. Highest rate of fare per mile for any distance (excluding one mile).....	7 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	6 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	6 cents.
18. Average rate of fare per mile from passengers to and from other roads.....	6 cents.
20. Average rate of fare per mile for all passengers.....	6 cents.
21. Highest rate of freight per ton per mile for any distance.....	20 cents.
22. Lowest rate of freight per ton per mile for any distance.....	4½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	7 cents.

24. Average rate of freight per ton per mile to and from other roads.....	7 cents.
26. Average number of cars in passenger trains (including baggage cars).....	2
30. Number of persons regularly employed by company, including officers.....	20
Average monthly pay of employes, other than officers.....	\$63 00
Average monthly pay of engine drivers.....	110 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	100 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	50 00
Average monthly pay of mechanics in shops.....	50 00
Average monthly pay of laborers.....	50 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1885.				
			Single.	Length of Roadway— Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State.	Elmira.	Madison.	29	-----	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash and notes by individuals in 1878.....	\$23,157 50	\$21,808 50

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Timothy Hopkins, Vice-President of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

TIMOTHY HOPKINS.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fourteenth day of July, 1886.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President	Visalia.
E. Jacob, Vice-President and Treasurer	Visalia.
Solomon Sweet, Secretary	Visalia.
John Cutler	Visalia.
C. Burrell	Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County	California.
The Visalia Railroad Company was incorporated May 21, 1874.	

CAPITAL STOCK.

1. Capital stock authorized by charter	\$100,000 00
2. Capital stock authorized by votes of company	100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in	82,025 00
8. Par value of shares issued	100 00
10. Number of stockholders in California	All.

DEBT.

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$16,500 00
Cash on hand	1,058 85
Materials and supplies on hand	6,575 75

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>	
11. Total cost of construction	\$81,916 20
<i>Equipment.</i>	
18. Total for equipment	26,700 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Depot and land on which situated, in Visalia, Tulare County	\$3,000 00
---	------------

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$5,575 60
2. Derived from passengers from and to other roads, over roads operated by this company	1,473 87
5. Derived from express and extra baggage	776 69
6. Derived from mails	166 14
7. Total earnings from passenger department	<u>\$7,992 30</u>
8. Derived from local freight on roads operated by this company	<u>\$13,095 31</u>
12. Total earnings from freight department	<u>\$13,095 31</u>
14. Total transportation earnings	<u>\$21,087 61</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

<i>Class I—General traffic expenses.</i>	
1. Taxes, State and local	\$385 76
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	8,592 00
General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	339 09
3. Insurance premiums and losses by fire, and damages for fires set by engines	146 25
5. Total	<u>\$9,463 10</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$502 73
3. Steel rails laid, number of miles, $\frac{1}{4}$; weight per yard, 40 pounds	660 00
6. Repairs of buildings and fixtures (stations and turntables).....	138 25
8. Repairs of fences, road crossings, and signs	1,215 45
10. Repairs of locomotives.....	480 50
14. Fuel for engines and cars: Number of cords of wood, 398 $\frac{1}{2}$	1,634 00
15. Water and water stations.....	154 52
17. Oil and waste.....	372 05
19. Total	\$5,157 50

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$335 45
3. Damages and gratuities, freight.....	2 00
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same, freight	810 62
8. Total	\$1,148 07

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

<i>Debits.</i>	
Cost of road.....	\$81,916 20
Cost of equipment.....	26,700 00
Other investments.....	3,000 00
Supplies and materials on hand.....	6,575 75
Cash, cash assets, and other items.....	17,558 85
Total.....	\$135,750 80
<i>Credits.</i>	
Capital stock.....	\$82,025 00
Profit and loss (profit, if any)	53,725 80
Total.....	\$135,750 80

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use....	September, 1874.
2. Length of main line of road from Visalia to Goshen.....	7 $\frac{1}{2}$ miles.
Length of main line in California.....	7 $\frac{1}{2}$ miles.
10. Total length of road belonging to this company	7 $\frac{1}{2}$ miles.
11. Aggregate length of siding and other tracks not enumerated ab ve...	1 mile.
12. Same in California.....	1 mile.
13. Aggregate length of track belonging to this company computed as single track	8 $\frac{1}{2}$ miles.
14. Same in California.....	8 $\frac{1}{2}$ miles.

ROLLING STOCK.

	No.	Average Weight (Tons).	Market Value.
1. Locomotives.....	2	15	\$7,500 00
Average weight of engines in working order		15	-----
Maximum weight of engines in working order .. [15]			
6. Passenger cars.....	1	6	4,500 00
7. Mail and baggage cars	1	3	1,500 00
13. Total market value			\$13,500 00

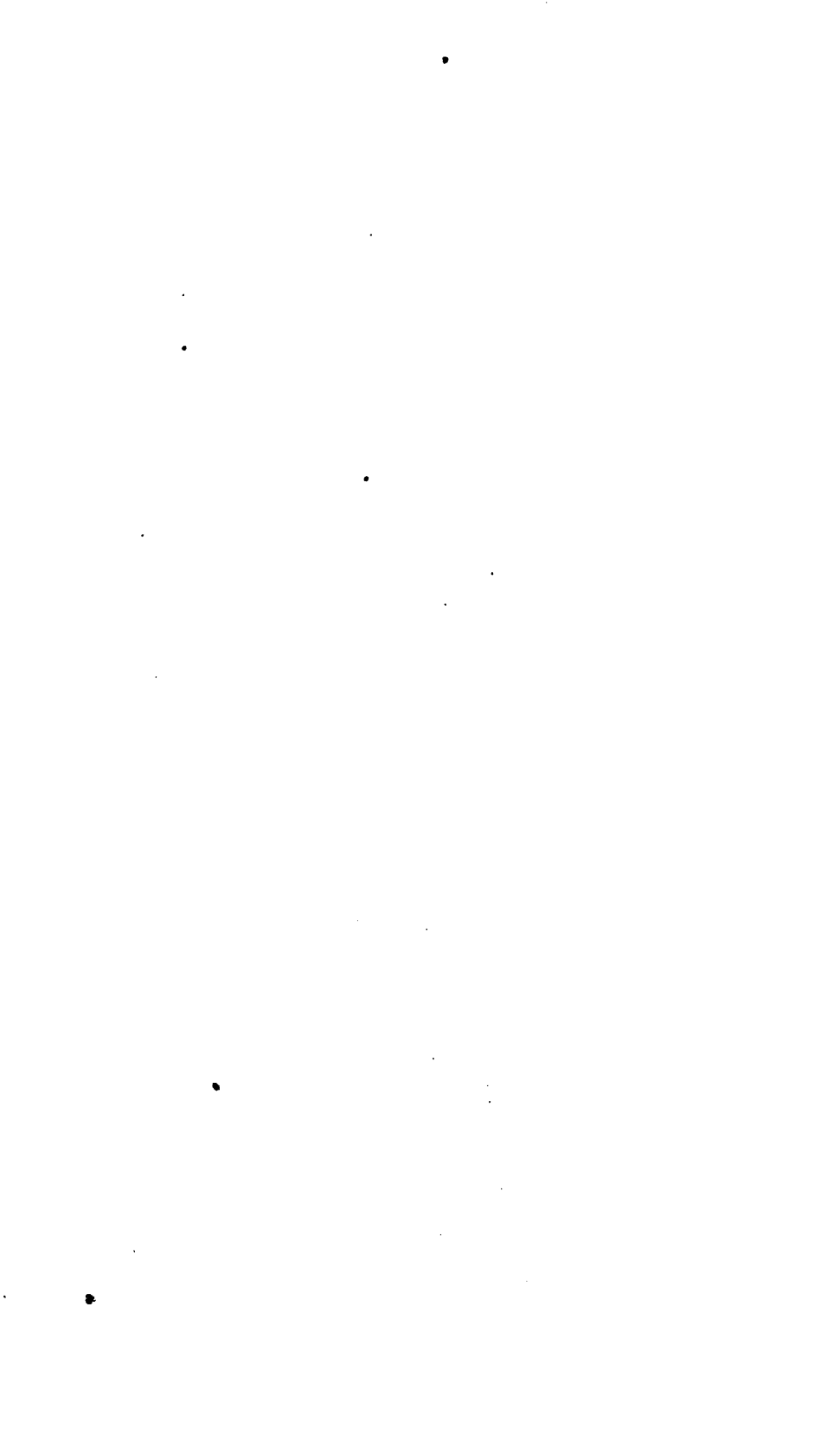
STATE OF CALIFORNIA, }
 County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and H. Jerusalem, Assistant Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

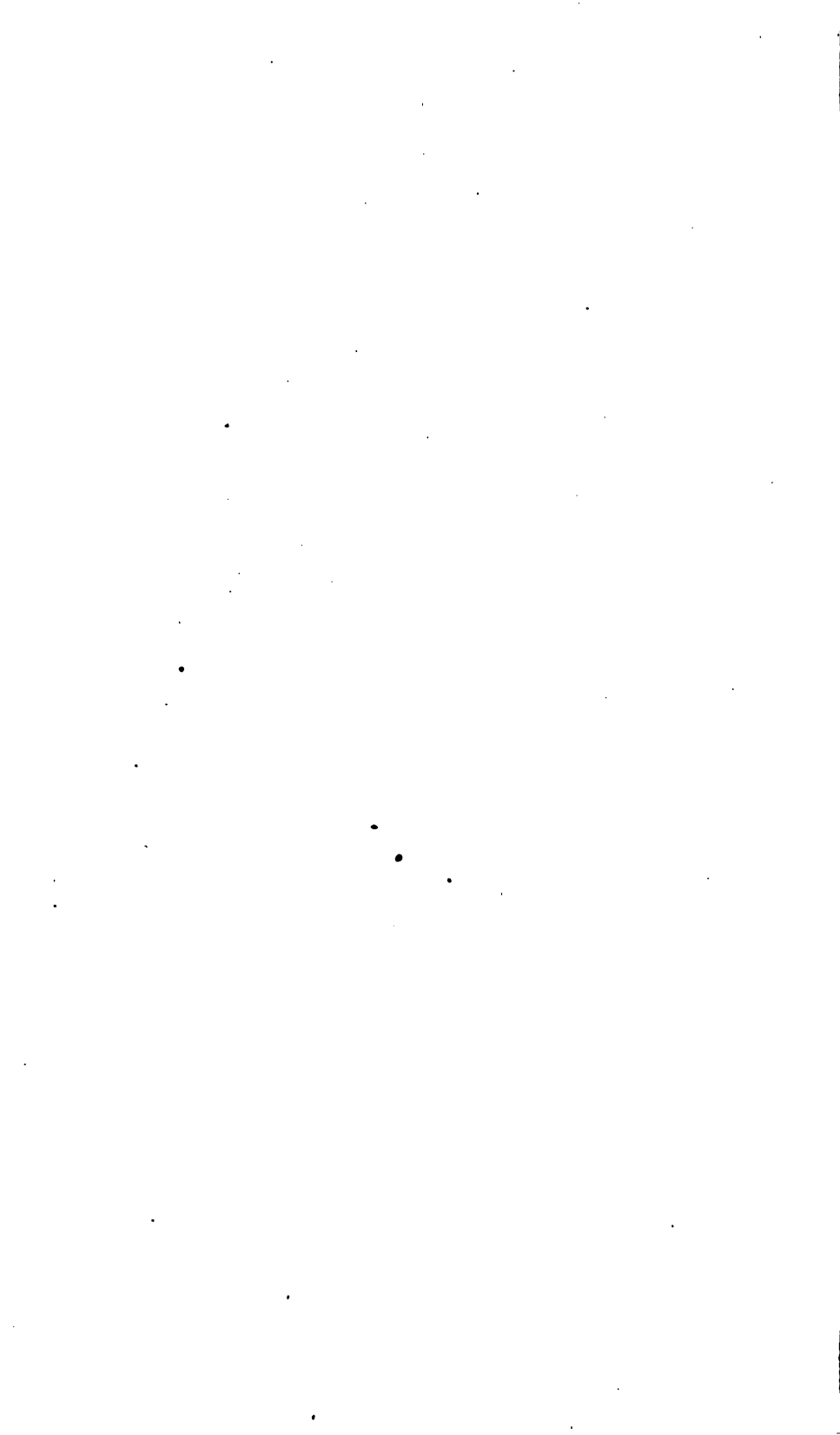
R. E. HYDE.
 H. JERUSALEM.

Subscribed and sworn to before me, this twenty-fourth day of September, 1886.

JULIUS LEVY, Notary Public.



NARROW GAUGE ROADS.



NARROW GAUGE ROADS.

CARSON AND COLORADO RAILROAD COMPANY—THIRD DIVISION.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

H. M. Yerington, President.....	Carson City, Nevada.
Wm. S. Wood, Vice-President.....	San Francisco, California.
D. A. Bender, Secretary.....	Carson City, Nevada.
S. P. Smith, Treasurer.....	Sacramento, California.
M. B. Langhorne.....	San Francisco, California.
J. H. Dobinson.....	San Francisco, California.
D. L. Bliss.....	Carson City, Nevada.

BUSINESS ADDRESS OF THE COMPANY.

305 Sansome Street, San Francisco, care of J. H. Dobinson, or D. A. Bender, Secretary, Carson City, Nevada.

The Carson and Colorado Railroad Company, Third Division, was incorporated November 21, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter, 35,000 shares.....	\$3,500,000 00
3. Capital stock issued [number of shares, 16,200]; amount paid in.....	1,620,000 00
5. Total amount paid in, as per books of the company.....	1,620,000 00
6. Amount of capital stock issued but not full paid.....	None.
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	14
10. Number of stockholders in California.....	14

DEBT.

12. Funded debt as follows:

The railroad of the company is leased to the Carson and Colorado Railroad Company, a Nevada incorporation, which company pays amount of operating expenses, keeps the property in good repair and working order, for the receipts.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Equipment.

	Number.	To December 31, 1885.
		Cost.
12. Locomotives.....	1	.....
16. Passenger cars.....	1	.....
Mail cars, combination.....	1	.....
17. Freight cars, box.....	10	.....
Other cars, platform.....	27	.....
Hand cars.....	15	.....

REVENUE FOR THE YEAR.

As the railroad of this company is leased to the Carson and Colorado Railroad Company (of Nevada) the revenue from operating same has not been kept separate from the revenue of said Carson and Colorado Railroad (of Nevada), hence, cannot answer the above questions.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Cannot give the expenses for operating as herein called for, as same have not been kept separate from the operating expenses of Carson and Colorado Railroad Company (of Nevada), which company has leased the railroad of this company.

NET INCOME, DIVIDENDS, ETC.

Cannot give earnings or income as called for, as same have not been kept separate from the earnings of Carson and Colorado Railroad Company (a Nevada incorporation), which has leased the railroad of this company.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From State line of California and Nevada to Bishop, Inyo County ..	July 2, 1883.
From Bishop to Keeler, Inyo County	Sept. 1, 1883.
2. Length of main line of road from State line to Keeler, Inyo County .. 108 miles.

MILEAGE, TRAFFIC, ETC.

(These statistics not kept.)

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

H. M. Yerington, President of the Carson and Colorado Railroad Company, Third Division, and General Superintendent of the said company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

H. M. YERINGTON.

Subscribed and sworn to before me, this twentieth day of September, 1886.

J. H. BLOOD,

Notary Public in and for the City and County of San Francisco, State of California.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John F. Kidder, President and Manager	Grass Valley.
Peter Johnston, Vice-President	Grass Valley.
George Fletcher, Secretary and Auditor	Grass Valley.
Coleman & Glasson, Treasurers	Grass Valley.
Geo. D. McLean	Grass Valley.
W. S. Stoddard	Grass Valley.
F. G. Beatty	Nevada City.
A. H. Parker	Nevada City.

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley, Nevada County

California.

The Nevada County Narrow Gauge Railroad Company was incorporated April 4, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$400,000 00
3. Capital stock issued [number of shares, 2,422]; amount paid in	242,200 00
4. Capital stock paid in on shares not issued [number of shares, 18]	650 00
5. Total amount paid in, as per books of the company	242,850 00

8. Par value of shares issued	\$100 00
9. Total number of stockholders	132
10. Number of stockholders in California	132
11. Amount of stock held in California	242,200 00

DEBT.

12. Funded debt, as follows:	
Bonds	\$260,000 00
Interest paid on same during year	\$20,800 00
13. Total amount of funded debt	\$260,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	5,491 50
16. Total gross debt liabilities	\$265,491 50
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand	10,928 82
18. Total net debt liabilities	\$254,562 68

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$242,511 34
2. Bridging	46,197 02
3. Superstructure, including rails	162,654 13
4. Land:	
Land damages	} 25,776 96
Fences	
5. Passenger and freight stations	13,350 41
6. Engine houses, car sheds, and turntables	7,708 72
7. Machine shops, including machinery and tools	7,867 68
9. Engineering	12,901 32
Agencies, salaries, and other expenses during construction	7,054 33
Section tool house and other buildings	4,266 93
11. Total cost of construction	\$530,288 84

Equipment.

	No.	Cost.
12. Locomotives	3	\$27,904 28
16. Passenger cars	2	7,612 32
Baggage cars (combination)	2	6,216 76
17. Freight cars	45	30,684 22
Other cars	4	1,445 54
18. Total for equipment		\$73,863 12

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$604,151 96
29. Amount of supplies and materials on hand	10,928 82
31. Total property and assets of the company	\$615,080 78

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$1,818 00
5. Passenger and freight stations	1,283 66
7. Machine shops	40 25
18. Total	\$3,141 91
19. Property sold and credited to property account during the year:	
9 $\frac{3}{4}$ % shares of the capital stock of the Citizens Bank, Nevada City; amount (heretofore charged to property account)	935 64
(Sold for \$187 60.)	
20. Net addition to property account for the year	\$2,206 27

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$30,250 68
5. Derived from express and extra baggage	3,183 38
6. Derived from mails	1,599 20
7. Total earnings from passenger department	<u>\$35,033 26</u>
8. Derived from local freight on roads operated by this company	\$52,186 04
11. Derived from other sources belonging to freight department	1,904 55
12. Total earnings from freight department	<u>\$54,090 59</u>
14. Total transportation earnings	<u>89,123 85</u>
15. Earnings per mile of road operated	\$3,961 00
16. Earnings per train mile (total passenger and freight)	1 96
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Dividend Citizens Bank stock	9 36
19. Total income derived from all sources	<u>\$89,133 21</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$3,086 54
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General salaries	4,440 00
Legal services and expenses	498 50
Injuries to stock	40 00
Office furniture	14 00
Advertising	624 60
Stationery and printing	366 30
Incidentals	530 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	414 50
5. Total	<u>\$10,014 44</u>
6. Proportion belonging to passenger department	\$3,996 53
7. Proportion belonging to freight department	6,077 91

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$12,603 26
4. New ties. (Number, 10,500); cost	3,150 00
5. Repairs of bridges	5,615 87
6. Repairs of buildings and fixtures (stations and turntables)	1,792 65
7. Repairs of and additions to machine shops and machinery	319 25
8. Repairs of fences, road crossings, and signs	584 37
10. Repairs of locomotives	2,823 80
14. Fuel for engines and cars:	
Number of cords of wood, 1,830; cost	6,400 00
15. Water and water stations	396 00
16. Fuel for stations and shops	350 00
17. Oil and waste	874 07
19. Total	<u>\$34,909 27</u>
20. Proportion of same to passenger department	\$13,722 31
21. Proportion of same to freight department	21,186 96

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$1,712 96
4. Salaries, wages, and incidentals of passenger trains	4,197 77
5. Salaries, wages, and incidentals of passenger stations	3,000 76
8. Total	<u>\$8,911 49</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$2,155 38
3. Damages and gratuities, freight.....	224 39
4. Salaries, wages, and incidentals of freight trains.....	6,481 28
5. Salaries, wages, and incidentals of freight stations.....	4,633 12
8. Total	<u>\$13,494 17</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$67,329 37
10. Per train mile (total passenger and freight).....	\$1 48
11. Percentage of expenses to total transportation earnings.....	75½
13. Total expenses.....	<u>\$67,329 37</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$21,803 84
2. Percentage of same to capital stock and net debt.....	4½
3. Percentage of same to total property and assets.....	3½
4. Interest accrued during the year:	
On funded debt	20,800 00
On other debt	48 70
7. Balance for the year, surplus	955 14
8. Surplus at commencement of the year.....	\$107,182 58
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	748 44
	<u>106,434 14</u>
10. Total surplus, December 31, 1885.....	<u>107,389 28</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$35,033 26
2. Per passenger train mile.....	2 14
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	3,936 53
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	13,722 31
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	8,911 49
6. Total expenses.....	26,570 33
7. Per passenger train mile.....	1 61
8. Net earnings.....	8,462 93
9. Per passenger train mile.....	53

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$54,090 59
2. Per freight train mile.....	1 85
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	6,077 91
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	21,186 96
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	13,494 17
6. Total expenses.....	40,759 04
7. Per freight train mile.....	1 40
8. Net earnings.....	13,331 55
9. Per freight train mile.....	45

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31, 1885.

Debits.

Cost of road.....	\$530,288 84
Cost of equipment.....	73,863 12
Supplies and materials on hand.....	10,928 82
Total.....	<u>\$615,080 78</u>

Credits.

Capital stock.....	\$242,200 00
Funded debt.....	260,000 00
Other debts:	
Loan from Wells, Fargo & Co. on steel rails.....	3,259 97
Excess of audited accounts over cash items.....	2,231 53
Profit and loss (profit).....	107,389 28
Total.....	\$615,080 78

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Gross earnings.....		\$89,123 85
Dividend, Citizens' Bank stock.....		9 36
Total operating expenses.....	\$67,329 37	
Interest, bonded debt.....	20,800 00	
Interest, floating debt.....	48 70	
Loss on sale Citizens' Bank stock.....	748 44	
Profit to balance.....	206 70	
	\$89,133 21	\$89,133 21

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley.....	April 17, 1876.
From Colfax to Nevada City.....	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City.....	22.64 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	3 miles.
13. Aggregate length of track belonging to this company, computed as single track.....	22.64 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds).....	4 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	2
18. Number of wooden bridges in California.....	2
19. Number of crossings of highways at grade, in California.....	19
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	1
22. Number of highway bridges eighteen feet above track, in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	21
27. Number of railroad crossings at grade.....	1
29. Number of railroad crossings under other railroads.....	1
Central Pacific, at Long Ravine, near Colfax.....	
34. Total miles of road operated by this company.....	22.64
36. Number of stations on all roads operated by this company.....	9
39. Miles of telegraph on line of road operated by this company.....	22.64
41. Number of telegraph offices in company stations.....	3
42. Number of telegraph stations operated by this company.....	3

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3	36,000	\$10,000
2. Tenders.....	3		
Average joint weight of engines and tenders.....		56,000	
6. Passenger cars.....	2		3,000
7. Mail and baggage cars.....	2		2,000
8. Eight-wheel box freight cars.....	20		8,000
10. Eight-wheel platform cars.....	25		7,500
12. Other cars.....	4		100
13. Total market value.....			\$30,000

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse air brakes	
16. Number of cars equipped with train brakes	4
Kind of brake: Westinghouse air brakes	
17. Number of passenger cars with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	3,749
3. Rate of speed of accommodation trains, including stops	12 miles.
4. Miles run by freight trains	9,701
6. Rate of speed of accommodation freight trains, including stops	8 miles.
7. Miles run by other trains, and for what purpose :	
Mixed passenger and freight	31,971
Service trains	2,292
8. Total train miles run	47,713
9. Total number of passengers carried	40,788
10. Total passenger mileage, or passengers carried one mile	383,857
11. Passenger mileage to and from other roads :	
Average number of miles traveled by each local passenger	9.4
Average number of miles traveled by each passenger, through and local	9.4
12. Number of tons of freight carried (not including gravel)	23,359
13. Total freight mileage, or tons carried one mile	527,324
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	5.81 cents.
18. Average rate of fare per mile received from passengers to and from other roads	10 cents.
20. Average rate of fare per mile for all passengers	8.14 cents.
21. Highest rate of freight per ton per mile for any distance	20 cents.
Under seven miles	25 cents.
22. Lowest rate of freight per ton per mile for any distance	3½ cents.
Under five miles	7½ cents.
25. Average rate of freight per ton per mile for all	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars)	2.13
27. Average number of cars in freight trains—basis of eight-wheel	4
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	45 tons.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	48 tons.
30. Number of persons regularly employed by company, including officers	47
Average monthly pay of employes, other than officers	\$64 25
Average monthly pay of engine drivers	111 25
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	52 00
Average monthly pay of mechanics in shops	91 00
Average monthly pay of laborers	52 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage on road and equipment.....	325	Jan. 1, 1876	Jan. 1, 1896	U. S. Gold.	U. S. Gold.	8	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1885.		
		To December 31, 1885.	During Year.	Overdue.			
\$325,000 00	\$260,000 00	\$216,597 48	\$20,800 00	-----	\$260,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1885.		
Main Line and Branches.	From—	To—		Iron.	Steel.	Sidings—Iron.
Main line within State	Colfax ..	Nevada City..		18.64	4.00	3.00
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1885.		
				Track and Sidings.		
Main Line and Branches.	From—	To—		Iron.	Steel.	Iron and Steel.
Main line within State	Colfax ..	Nevada City..		(b) 21.64	(c) 4.00	25.64
The length of rail is double the length of single track, columns (b) and (c) above.				December 31, 1885—Within State.		
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....				43.28	27 113 3	1,418.808
Total length of steel rail laid during the year				2.00	-----	-----

STATE OF CALIFORNIA,
County of Nevada. } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me this twenty-ninth day of June, 1886.

WM. K. SPENCER,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John W. Coleman, President	San Francisco.
W. Steel, Vice-President	San Francisco.
W. F. Russell, Traffic Manager	San Francisco.
F. B. Latham, General Passenger and Ticket Agent	San Francisco.
E. H. Shoemaker, Superintendent	Saucelito.
W. Young	San Francisco.
W. R. Fortune	San Francisco.
A. Borel	San Francisco.
C. Denervand	San Francisco.
J. B. Mackie	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

327 Pine Street.....San Francisco.

The North Pacific Coast Railroad Company was incorporated December 16, 1871, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Companies.	Date of Incorporation.
North Pacific Coast Railroad Extension Company.....	December 5, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,500,000 00
2. Capital stock authorized by votes of company.....	3,000,000 00
3. Capital stock issued [number of shares, 25,000]; amount paid in.....	2,500,000 00
4. Capital stock paid in on shares not issued [number of shares, none].....	None.
5. Total amount paid in, as per books of the company	2,500,000 00
6. Amount of capital stock issued, but not full paid	None.
7. Amount per share still due thereon.....	None.
8. Par value of shares issued.....	2,500,000 00
9. Total number of stockholders	10
10. Number of stockholders in California.....	10
11. Amount of stock held in California.....	2,500,000 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,250,000 00
13. Total amount of funded debt.....	\$1,250,000 00
15. Total amount of unfunded debt.....	\$180,710 00
16. Total gross debt liabilities.....	\$1,430,710 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$11,040 01
Materials and supplies on hand.....	2,075 00
Sinking funds.....	6,984 93
Other securities and debt balances.....	30,712 07
	\$50,812 01
18. Total debt liabilities.....	\$1,379,897 99
19. Amount of bonds or stocks of other companies guaranteed, principal or interest, or on which interest is paid by this company:	
North Pacific Coast Railroad Extension Company.....	\$150,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(Not kept separately.)

Equipment.

(Not kept separately.)

18. Total for equipment and construction.....	\$3,143,428 95
---	----------------

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

(None.)

20. *Stock of other Roads.*

(None.)

21. *Bonds of other Roads.*

(None.)

22. *Other Securities.*

(None.)

23. *Steamboat Property.*

Steamboat "Tamalpais" (less sale of barge).....	\$3,008 11
---	------------

24. *Investments in transportation lines.*

Saucelito ferry franchise.....	\$1,804 14
--------------------------------	------------

25. *Other property purchased.*

Tunnel line.....	\$69,594 20
Cars.....	336 16
26. Total for property purchased, etc.....	74,742 61
27. Whole amount of permanent investments.....	3,068,686 34
28. Property in California.....	All.
29. Amount of supplies and materials on hand.....	2,075 00
30. Cash and cash assets.....	41,752 08
31. Total property and assets of the company.....	\$3,187,256 03

32. *SINKING AND CONTINGENT FUNDS.*

First mortgage.....	\$6,984 93
---------------------	------------

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

(Not kept separately.)

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company----	\$139,272 35
5. Derived from express and extra baggage-----	13,894 86
6. Derived from mails-----	5,140 81
7. Total earnings from passenger department-----	\$158,308 02
8. Derived from local freight on roads operated by this company-----	125,098 66
12. Total earnings from freight department-----	125,098 66
14. Total transportation earnings-----	\$283,406 68
15. Earnings per mile of road operated (84½ miles)-----	\$3,344 03
16. Earnings per train mile (total passenger and freight, 243,450)-----	1 16
17. Income derived from rent of property, other than road and equipment:	
Rents-----	\$3,848 65
Charter-----	534 60
Sundries-----	1,766 75
	6,150 00
19. Total income derived from all sources-----	\$289,556 68

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local-----	\$8,500 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General office-----	\$9,958 00
Superintendents-----	4,741 58
Legal services-----	1,656 30
Stationery and printing-----	2,316 33
Advertising-----	3,507 31
Rents-----	5,185 00
Incidentals-----	1,868 84
	29,233 36
3. Insurance premiums and losses by fire, and damages for fires set by engines-----	2,550 00
5. Total-----	\$40,283 36
6. Proportion belonging to passenger department*-----	\$23,170 33
7. Proportion belonging to freight department*-----	17,113 03

* Equal proportions, except insurance and advertising.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)-----	\$33,806 52
5. Repairs of bridges-----	5,697 29
6. Repairs of buildings and fixtures (stations and turntables)-----	884 55
7. Repairs of and additions to machine shops and machinery-----	490 75
8. Repairs of fences, road crossings, and signs-----	753 98
10. Repairs of locomotives-----	6,908 27
12. Repairs of wharves-----	1,918 66
14. Fuel for engines, cars, and steamers:	
Number of cords of wood, 3,258½; cost-----	\$11,758 03
Number of tons of coal, 4,422½; cost-----	31,615 50
	43,373 53
15. Water and water stations-----	1,627 13
16. Fuel for stations and shops-----	787 50
17. Oil and waste-----	1,485 26
19. Total-----	\$97,733 44
20. Proportion of same to passenger department*-----	\$57,806 82
21. Proportion of same to freight department*-----	39,926 62

* Equal proportions, except fuel.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$5,133 20
3. Damages and gratuities, passengers	530 00
4. Salaries, wages, and incidentals of passenger trains	\$11,948 63
Salaries, wages, and incidentals of ferries	31,594 87
5. Salaries, wages, and incidentals of passenger stations	43,543 50
.....	9,712 35
Total	<u>\$58,919 05</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$3,233 74
3. Damages and gratuities, freight	987 02
4. Salaries, wages, and incidentals of freight trains	\$8,170 50
Salaries, wages, and incidentals of ferries	15,519 52
5. Salaries, wages, and incidentals of freight stations	23,690 02
.....	9,712 34
8. Total	<u>\$37,623 12</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	<u>\$234,558 97</u>
10. Per train mile (total passenger and freight, 243,450)	9.57 per cent.
11. Percentage of expenses to total transportation earnings	82½ per cent.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$54,997 71
2. Percentage of same to capital stock and net debt	2.09
3. Percentage of same to total property and assets	1.72
4. Interest accrued during the year:	
On funded debt	\$75,000 00
On other debt	3,665 38
5. Dividends declared for the year	78,665 38
6. Date of last dividend declared	None.

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$158,308 02
2. Per passenger train mile (174,070)	90
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	23,170 33
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	57,806 82
5. Expenses, "Passenger Traffic," as per Class III, No. 8	58,919 05
6. Total expenses	139,896 20
7. Per passenger train mile	80
8. Net earnings	18,411 82
9. Per passenger train mile	10

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$125,098 66
2. Per freight train mile (69,380)	1 80
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	17,113 03
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	39,926 62
5. Expenses, "Freight Traffic," as per Class IV, No. 8	37,623 12
6. Total expenses	94,662 77
7. Per freight train mile	1 36
8. Net earnings	30,435 89
9. Per freight train mile	44

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road	\$3,143,428 95
Supplies and materials on hand	2,075 00
Sinking funds in hands of Trustees	6,984 93
Cash	\$11,040 01
Agents	4,316 25
Sundry persons	26,395 82
Loss	41,752 08
Total	<u>\$3,930,710 00</u>

Credits.

Capital stock	\$2,500,000 00
Funded debt	1,250,000 00
Other debts	180,710 00
Total	<u>\$3,930,710 00</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Earnings		\$289,556 68
Repairs on side tracks, returned		3,172 65
Operating expenses	\$234,558 97	
Interest for year	78,665 38	
Interest carried over from previous years	13,700 00	
Loss on sale of bonds	11,700 00	
To balance		45,895 02
	<u>\$338,624 35</u>	<u>\$338,624 35</u>
Balance down	\$45,895 02	

DESCRIPTION OF ROAD.

- Date when the road or portions thereof were opened for public use:
 - From Saucelito to Tomales
 - From Tomales to Howards
 - From Howards to Tyrone
 - From Tyrone to Duncans
- Length of main line of road from San Francisco to Duncans
- Length of line with track laid, if road is not completed
- Length of double track on main line
- Branches owned by the company:
 - Our own single
- Total length of branches owned by the company
- Total length of branches owned by the company in California
- Total length of branches owned by the company in other States
- Length of double track on branches
- Total length of road belonging to this company
- Aggregate length of siding and other tracks not enumerated above
- Same in California
- Aggregate length of track belonging to this company computed as single track
- Same in California
- Number of spans of bridges of twenty-five feet and upwards, in California
- Number of spans of bridges of twenty-five feet and upwards, outside State
- Number of iron bridges (aggregate length, — feet), in California
- Number of iron bridges (aggregate length, — feet), outside State
- Number of wooden bridges (aggregate length, — feet), in California
- Number of wooden bridges (aggregate length, — feet), outside State

Jan. 11, 1875.
 October 16, 1876.
 April 2, 1877.
 May 15, 1877.
 79½ miles.
 All.
 None.
 None.
 None.
 86½ miles.
 12 miles.
 All.
 All.
 13
 None.
 None.
 None.
 13
 None.

Bridges Built within the Year in California.

(None.)

Miles of embankment replaced by bridges or trestlework, during year, in California.....	None.
Miles of embankment replaced by bridges or trestlework, during year, outside State	None.
19. Number of crossings of highways at grade, in California.....	26
Number of crossings of highways at grade, outside State.....	None.
20. Number of crossings of highways over railroad, in California.....	None.
Number of crossings of highways over railroad, outside State.....	None.
21. Number of crossings of highways under railroad, in California.....	None.
Number of crossings of highways under railroad, outside State.....	None.
22. Number of highway bridges eighteen feet above track, in California.....	None.
Number of highway bridges eighteen feet above track, outside State.....	None.
23. Number of highway bridges less than eighteen feet above track, in California.....	None.
Number of highway bridges less than eighteen feet above track, outside State.....	None.
24. Number of highway crossings at which gates or flagmen are maintained in California.....	None.
Number of highway crossings at which gates or flagmen are maintained outside State.....	None.
25. Number of highway crossings at which electric signals are maintained, in California.....	None.
Number of highway crossings at which electric signals are maintained, outside State.....	None.
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	None.
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....	None.
27. Number of railroad crossings at grade.....	1
28. Number of the railroad crossings over the roads.....	None.
29. Number of railroad crossings under other railroads.....	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).
	From—	To—	
San Rafael and San Quentin R. R. Co.	San Rafael.....	San Quentin....	3½
Dates of Lease.		Amount of Rental.	
From—	To—		
March 11, 1875.....	March 11, 1918.....	One dollar per annum.	

31. Total length of above roads.....	3½ miles.
32. Total length of above roads in California.....	All.
33. Total length of above roads in other States (specifying each).....	None.
34. Total miles of road operated by this company.....	90½
35. Total miles of road operated by this company in California.....	All.
36. Number of stations on all roads operated by this company.....	38
37. Number of stations on all roads owned by this company.....	36
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company.....	78½
40. Miles of telegraph owned by this company.....	None.
41. Number of telegraph offices in company stations.....	None.
42. Number of telegraph stations operated by this company.....	None.
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	17

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	10		\$40,000
Average weight of engines in working order		43,170	
2. Tenders	9		
Average weight of tenders full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[38 feet]			
4. Total length of heaviest engine and tender over all [47½ feet]			
6. Passenger cars	25		38,100
Average weight		12,000	
7. Mail and baggage cars and caboose	7	11,000	4,250
8. Eight-wheel box freight cars	30	10,000	6,750
10. Eight-wheel platform cars	254	8,000	44,450
12. Other cars	1		3,000
Hand, push, and gravel	24		500
13. Total market value			\$137,050

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	284
15. Number of locomotives equipped with train brakes	6
Kind of brake: Westinghouse air brakes.	
16. Number of cars equipped with train brakes	20
Kind of brake: Westinghouse air brakes.	
17. Number of passenger cars with Miller platform and buffer	31

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	174,070
2. Rate of speed of express passenger trains, including stops	15 miles.
3. Rate of speed of accommodation trains, including stops	10 miles.
4. Miles run by freight trains	69,380
5. Rate of speed of express freight trains, including stops	None.
6. Rate of speed of accommodation freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Gravel	7,140
8. Total train miles run	250,590
9. Total number of passengers carried	588,513
Number of through passengers going east (or north)	None.
Number of through passengers going west (or south)	None.
Number of local passengers going north	299,917
Number of local passengers going south	288,596
10. Total passenger mileage, or passengers carried one mile	8,514,986
11. Passenger mileage to and from other roads	None.
Average number of miles traveled by each local passenger	None.
Average number of miles traveled by each through passenger	None.
Average number of miles traveled by each passenger, through and local	None.
12. Number of tons of freight carried (not including gravel)	56,811
Number of tons freight from other States, carried	None.
Number of tons freight in this State, carried	All.
Number of tons freight produced in this State, carried	No statistics.
Number of tons of each class of freight produced in this State, carried	No statistics.
13. Total freight mileage, or tons carried one mile	2,535,858
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8½ cents.
16. Lowest rate of fare per mile for any distance (single fare)	2½ cents.
17. Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	2½ cents.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	1½ cents.
20. Average rate of fare per mile for all passengers	1½ cents.

21. Highest rate of freight per ton per mile for any distance.....	46 $\frac{3}{4}$ cents.
22. Lowest rate of freight per ton per mile for any distance	3 $\frac{3}{8}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	41 $\frac{9}{1000}$ cents.
24. Average rate of freight per ton per mile to and from other roads.....	None.
25. Average rate of freight per ton per mile for all	41 $\frac{9}{1000}$ cents.
Average rate of freight per ton per mile, products of this State.....	No statistics.
Average rate of freight per ton per mile, products of other States.....	No statistics.
26. Average number of cars in passenger trains (including baggage cars)...	4
27. Average number of cars in freight trains—basis of eight-wheel	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	104,000
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	226,000
30. Number of persons regularly employed by company, including officers.	
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men.....	70 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers.....	26 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	141,850
2. Passengers to San Francisco (including season).....	277,835
3. Passengers from San Francisco (including season).....	288,791
4. Season ticket passengers to and from San Francisco (one round trip daily); see question No. 1.	

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Series.	Date.	Due.	In what Money Payable, Interest and Principal.
First mortgage		81 $\frac{1}{10}$	Nov. 14, 1881.	Nov. 1, 1901.	United States gold coin.
Second mortgage		83 $\frac{1}{10}$	Nov. 14, 1881.	Nov. 1, 1901.	United States gold coin.
First mortgage			Jan. 2, 1883.	Jan. 2, 1889.	United States gold coin.
Interest.		Authorized Amount.	Total Issued, December 31, 1884.	Accrued Interest to December 31, 1884.	Amount of Bonds Outstanding December 31, 1884.
Rate.	Payable.				
6	May and Nov.	\$600,000	-----	-----	-----
6	May and Nov.	500,000	-----	-----	-----
6	Jan. and July	50,000	-----	-----	-----

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

(None.)

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

BONDS.			INTEREST PAYABLE.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County -----	May 5, 1876 -	May 5, 1896 -	Marin County ...	Semi-annually -	7 per cent.
Total Amount of Bonds or Cash.		DISPOSED OF.			
		Amount of Bonds.	Cash Realized.	Discount.	
\$160,000 00		\$160,000 00	\$144,208 00	\$15,792 00	

Interest accrued to company December 31, 1885 None.
Interest accrued to company during year None.
Amount held by company as an investment None.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

John W. Coleman, President of the North Pacific Coast Railway Company, and General Manager of the said company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

JOHN W. COLEMAN, President.

Subscribed and sworn to before me, this eighth day of May, 1886.

LEWIS B. HARRIS, Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Goodall, President San Francisco.
John Rosenfeld, Vice-President San Francisco.
Edwin Goodall, Secretary San Francisco.
Goodall, Perkins & Co., Treasurer and General Agents San Francisco.
J. M. Fillmore, Manager and General Freight Agent San Luis Obispo.
E. W. Sells, Auditor San Francisco.
S. O. Putnam San Francisco.
J. L. Howard San Francisco.
Wm. Norris San Francisco.
Geo. C. Perkins San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco, 10 Market Street, and San Luis Obispo.

The Pacific Coast Railway Company was incorporated September 22, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Luis Obispo and Santa Maria Valley Railroad.....	April 22, 1875.
Pacific Coast Railroad	April 1, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$2,628,500 00
2. Capital stock authorized by votes of company	2,628,500 00
3. Capital stock issued [number of shares, 11,700]; amount paid in	1,170,000 00
5. Total amount paid in, as per books of the company	1,170,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	9
10. Number of stockholders in California	8
11. Amount of stock held in California	128,500 00

DEBT.

12. Funded debt as follows:	
Bonds	1,149,000 00
Interest paid on same during year—6 per cent.	68,940 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction—To November 30, 1885.

1. Grading and masonry	} No details.
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
11. Total cost of construction	\$1,815,793 28

Equipment—To November 30, 1885.

12. Locomotives	} No details.
13. Snow plows on wheels	
14. Parlor cars	
15. Sleeping cars	
16. Passenger cars	
Mail cars	
Baggage cars	
17. Freight cars	
Other cars	
18. Total for equipment	\$197,977 56

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging, i. e., culverts	\$60 07
3. Superstructure, including rails	58 00
4. Land:	
Land damages, i. e., right of way	150 41
Fences	1,669 13
6. Engine houses, car sheds, and turntables	303 29
Stock yard	125 05
Equipment, shop tools	11 00
Equipment, platform scales	392 15
20. Net addition to property account for the year	\$2,769 70

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company----	\$24,740 49
5. Derived from express-----	409 35
6. Derived from mails-----	2,927 28
7. Total earnings from passenger department-----	\$28,077 12
12. Total earnings from freight department-----	69,411 27
14. Total transportation earnings-----	\$97,488 39
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Wharfage, Port Harford-----	17,769 08
Warehouse storage, etc.-----	1,502 34
19. Total income derived from all sources-----	\$116,759 81

OPERATING EXPENSES.

Conducting Transportation.

Car cleaning, inspecting, and oiling-----	\$263 69
Station expenses-----	933 35
Mail expenses-----	249 50
Train expenses-----	136 75
Loss and damage, personal-----	621 65
Loss and damage, freight-----	75 96
Loss and damage, property-----	520 91
Loss and damage, stock-----	50 00
Oil and waste for cars-----	102 13
Telegraph repairs and expenses-----	39 85
Station service-----	7,661 49
Train service-----	3,659 08
Advertising and printing-----	351 60

Motive Power.

Fuel-----	\$4,707 75
Oil, waste, and tallow-----	398 11
Engineers, firemen, and wipers-----	5,555 49
Repairs, locomotives-----	2,061 60
Repairs, shop tools and machinery-----	288 29
Water supply-----	249 94

Maintenance, Way and Buildings.

Bridges-----	\$1,434 59
Road-----	16,565 33
Station houses-----	35 10
Engine houses and shops-----	83 37
Stock yards-----	126 26
Turntables-----	164 05
Water stations-----	281 07
Fences, crossings, and cattle guards-----	353 56

Maintenance, Cars.

Passenger and baggage cars-----	\$577 04
Freight cars-----	1,091 53

General Expense.

General office service and expenses-----	\$6,321 90
Legal services and expenses-----	542 61
Taxes-----	5,778 80
Total expenses-----	\$61,277 35
Net earnings-----	37,713 38
Per cent of expenses to earnings-----	61%

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, NOVEMBER 30, 1885.

<i>Debits.</i>	
Cost of road	\$2,013,772 84
Supplies and materials on hand	26,077 45
Cash, cash assets, and other items (specifying same):	
Oregon Improvement Company	312,350 13
Cash account	3,522 13
Bills receivable	4,944 16
Agents, conductors, and personal accounts	16,368 98
Total	<u>\$2,377,035 69</u>
<i>Credits.</i>	
Capital stock	\$1,170,000 00
Funded debt	1,149,000 00
Other debts (specifying same):	
Oregon Improvement Company, interest on bonds	17,235 00
Auditor's vouchers and station drafts, etc	3,169 65
Profit and loss (profit, if any)	37,631 04
Total	<u>\$2,377,035 69</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Balance thirtieth November, 1884		\$60,134 86
Gross earnings for the year		116,759 81
Miscellaneous interest		170 34
Operating expenses for year	\$70,493 97	
Interest on bonds	68,940 00	
Balance thirtieth November, 1884	37,631 04	
Totals	<u>\$177,065 01</u>	<u>\$177,065 01</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	Feb. 1, 1876.
From Castro to San Luis Obispo	August 16, 1876.
From Port Harford to Avila	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande	Oct. 16, 1881.
From Arroyo Grande to Santa Maria	June 1, 1882.
From Santa Maria to Los Alamos	Oct. 11, 1882.
2. Length of main line of road from Port Harford to Los Alamos	63 ³ / ₅
Length of main line in California	All.
10. Total length of road belonging to this company	63 ³ / ₅
11. Aggregate length of siding and other tracks not enumerated above	3 ¹ / ₁₀
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds)	55
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length 8,529 feet), in California	8

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	5	20 tons.	\$20,000
2. Tenders (above)			
6. Passenger cars	5	12,000	4,100
7. Mail and baggage cars	1	10,000	800
8. Eight-wheel box freight cars	18	10,000	45,000
10. Eight-wheel platform cars	160	8,000	28,000
12. Other cars	18	1,000	800
Two pile-driver engines	2		1,000
13. Total market value			<u>\$99,700</u>

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops	18 miles.
6. Rate of speed of accommodation freight trains, including stops	12 miles.
13. Total freight mileage, or tons carried one mile	942,891.3
20. Average rate of fare per mile for all passengers	5½ cents.
25. Average rate of freight per ton per mile for all	7½ cents.
30. Number of persons regularly employed by company, including officers.	125
Average monthly pay of engine drivers	\$110 00
Average monthly pay of passenger conductors	85
Average monthly pay of freight conductors	85
Average monthly pay of baggage masters	50
Average monthly pay of brakemen, flagmen, and switchmen	55
Average monthly pay of section men	\$1 75 per day.
Average monthly pay of mechanics in shops	\$100 00
Average monthly pay of laborers	\$2 per day.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage.....	Nov. 1, 1882	Sept., 1912.....	Gold .....	.....
Interest.		Authorized Amount.	Amount of Bonds Outstand- ing November 30, 1885.	
Rate.	Payable.			
6 per cent.....	Semi-annually	\$1,149,000 00	\$1,149,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS OWNED BY THE COMPANY.

Main Line and Branches.	From—	To—	Single.	
			Iron.	Steel.
Main line within State	Port Harford	Los Alamos.....	8½	55

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

I, Chas. Goodall, President of the Pacific Coast Railway Company, and E. W. Sells, Auditor of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1885.

CHAS. GOODALL, President.
E. W. SELLS, Auditor.

Subscribed and sworn to before me, this tenth day of September, 1886.

JAMES MASON, Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Frederick Birdsall, President	Sacramento.
Jacob Brack, Vice-President	Brack's Landing.
Edward F. Stone, Secretary	San Francisco.
Pacific Bank, Treasurer	San Francisco.
Constant Birdsall	Sacramento
B. F. Langford	Lockeford.
Thomas McConnell	Elk Grove.
James L. Sperry	Big Trees, Calaveras.
L. Washburn	Woodbridge.

BUSINESS ADDRESS OF THE COMPANY.

306 Pine Street San Francisco, California.

The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
3. Capital stock issued; amount paid in	330,200 00
4. Capital stock paid in on shares not issued	1,600 00
5. Total amount paid in, as per books of the company	331,800 00
6. Amount of capital stock issued but not full paid	None.
8. Par value of shares issued	100 00
9. Total number of stockholders	121
10. Number of stockholders in California	121
11. Amount of stock held in California	331,800 00

DEBT.

12. Funded debt, as follows:		
Bonds		149,000 00
Interest paid on same during year	\$8,368 60	
Certificate of indebtedness	None.	
Interest paid on same during year	None.	
13. Total amount of funded debt		149,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		30,769 75
16. Total gross debt liabilities		<u>\$179,769 75</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	\$169 83	
Materials and supplies on hand	7,789 63	
Sinking funds	None.	
Other securities and debt balances	802 85	
		<u>\$8,762 31</u>
18. Total net debt liabilities		<u>\$171,007 44</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction, including telegraph line	\$409,570 75
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Equipment.

	Number.	To December 31, 1885.
		Cost.
12. Locomotives	3	\$25,439 21
16. Passenger cars	4	8,216 25
Mail cars		
Baggage cars		
17. Freight cars	63	28,574 52
Other cars	12	1,191 00
18. Total for equipment		<u>\$63,420 98</u>

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$472,991 73
28. Property in California.....	All.
29. Amount of supplies and materials on hand.....	7,789 63
30. Cash and cash assets.....	972 68
31. Total property and assets of the company.....	\$481,754 04

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$7,695 00
2. Bridging (trestlework)	3,262 25
3. Superstructure, including rails.....	21,985 54
4. Land:	
Land damages.....	324 83
Fences.....	104 97
5. Passenger and freight stations.....	411 66
Woodsheds and water stations	186 72
8. Engineering, agencies, salaries, and other expenses during construction.....	2,299 24
13. Passenger cars	\$36,270 21
14. Freight and other cars changing flat to box.....	4,265 00
20. Net addition to property account for the year	400 00
	\$40,935 21

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$14,895 95
5. Derived from express and extra baggage.....	887 15
6. Derived from mails.....	806 65
7. Total earnings from passenger department.....	\$16,589 75
8. Derived from local freight on roads operated by this company.....	\$21,756 49
12. Total earnings from freight department	\$21,756 49
14. Total transportation earnings	\$38,346 24
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, and transportation lines):	
Telegraph line (telephone) net earnings	40 81
Storage at stations	16 08
19. Total income derived from all sources.....	\$38,403 13

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$2,082 31
2. General salaries, office expenses, and miscellaneous, including Classes II, III, and IV.....	31,607 41
5. Total	\$33,689 72

Class II—Maintenance of way and buildings, and movement expenses.

(Included in Class I.)

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	} Included in Class I.
2. New passenger, mail, and baggage cars, charged to operating expenses.....	
3. Damages and gratuities, passengers.....	
4. Salaries, wages, and incidentals of passenger trains	
Salaries, wages, and incidentals of ferries.....	
5. Salaries, wages, and incidentals of passenger stations	
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same.....	None.
7. Amount paid other roads for balance of mileage of passenger cars.....	None.

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	}	Included in Class I.
Repairs of dump and work cars.....		
2. New freight cars, charged to operating expenses.....		
3. Damages and gratuities, freight.....		
4. Salaries, wages, and incidentals of freight trains.....		
Salaries, wages, and incidentals of ferries.....		
6. Paid corporations or individuals not operating road for use of freight cars.....		None.
7. Amount paid other roads for balance of mileage of freight cars.....		None.
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....		\$33,689 72
13. Total expenses.....		<u>\$33,689 72</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road.....	}	\$472,991 73
Cost of equipment.....		
Supplies and materials on hand.....		7,789 63
Cash, cash assets, and other items:		
Cash.....		\$169 83
Current accounts.....		802 85
		972 68
Profit and loss (loss, if any).....		29,815 71
Total.....		<u>\$511,569 75</u>

Credits.

Capital stock.....	\$331,800 00
Funded debt.....	149,000 00
Other debts:	
Current accounts.....	\$3,976 41
Bond coupons unrepresented.....	5,970 00
Notes payable.....	20,823 34
	30,769 75
Total.....	<u>\$511,569 75</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Operating expenses.....	\$31,607 41	
Taxes.....	2,082 31	
Interest.....	607 28	
Miscellaneous expenses.....	1,177 10	
Interest on funded debt.....	8,368 60	
Discount on bonds sold.....	4,950 00	
Transportation earnings.....		\$38,346 24
Telephone net earnings.....		40 81
Storage at stations.....		16 08
Loss from 1885.....		10,389 57
	<u>\$48,792 70</u>	<u>\$48,792 70</u>

DESCRIPTION OF ROAD.

Narrow Gauge (3 feet).

1. Date when the road or portions thereof were opened for public use:	
From Brack's to Woodbridge.....	July, 1882.
From Woodbridge to Lodi.....	July, 1882.
From Lodi to Lockeford.....	August, 1882.
From Lockeford to Clements.....	September, 1882.
From Clements to Wallace.....	October, 1882.
From Wallace to Burson.....	September, 1884.
From Burson to Valley Spring.....	April, 1885.

2. Length of main line of road from Brack's to Valley Spring.....	39.40 miles.
Length of main line in California.....	All.
Length of main line in other States.....	None.
3. Length of line with track laid, if road is not completed.....	39.40 miles.
4. Length of double track on main line.....	None.
5. Branches owned by the company.....	None.
10. Total length of road belonging to this company.....	39.40 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	4.10 miles.
12. Same in California.....	All.
13. Aggregate length of track belonging to this company computed as single track.....	43.80 miles.
14. Same in California.....	All.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 and 40 pounds).....	30.80 miles.
18. Number of wooden bridges (aggregate length, 2,000 feet), in California.....	22

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Between Burson and Valley Spring..	Trestle..	Wood...	1,500 feet.....	January, 1885.

19. Number of crossings of highways at grade, in California.....	22
21. Number of crossings of highways under railroad, in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	22
27. Number of railroad crossings at grade.....	1
34. Total miles of road operated by this company.....	39.40 miles.
35. Total miles of road operated by this company in California.....	All.
36. Number of stations on all roads operated by this company.....	8
37. Number of stations on all roads owned by this company.....	8
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company (telephone).....	35.70 miles.
40. Miles of telegraph owned by this company (telephone).....	35.70 miles.
41. Number of telegraph offices in company stations (telephone).....	8.
42. Number of telegraph stations operated by this company (telephone).....	8

ROLLING STOCK.

	No.	Average Weight
1. Locomotives.....	3	30,000
Average weight of engines in working order.....		38,000
Maximum weight of engines in working order..... [48,000]		
2. Tenders.....	2	6,000
Average weight of tenders full of fuel and water.....		20,000
Maximum weight of tenders full of fuel and water..... [22,000]		
Average joint weight of engines and tender.....		38,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [36 feet]		
4. Total length of heaviest engine and tender over all..... [42 feet]		
6. Passenger cars.....	3	20,000
Maximum weight..... [28,000]		
7. Mail and baggage cars.....	1	14,000
8. Eight-wheel box freight cars.....	19	14,000
10. Eight-wheel platform cars.....	44	9,000
12. Other cars.....	12	
14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....		63
15. Number of locomotives equipped with train brakes.....		3
Kind of brake: Hand.		
16. Number of cars equipped with train brakes.....		67
Kind of brake: Hand.		

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	19,465
2. Rate of speed of express passenger trains, including stops	20 miles.
3. Rate of speed of accommodation trains, including stops	15 miles.
4. Miles run by freight trains (freight and passenger)	23,600
6. Rate of speed of accommodation freight trains, including stops	15 miles.
8. Total train miles run	43,065
9. Total number of passengers carried	19,908
Number of passengers going east	10,004
Number of passengers going west	9,904
12. Number of tons freight carried (not including gravel)	13,844.25
15. Highest rate of fare per mile for any distance (excluding one mile)	8½ cents.
16. Lowest rate of fare per mile for any distance (single fare)	4 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	3½ cents.
30. Number of persons regularly employed by company, including officers	30
Average monthly pay of employes, other than officers	\$55 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	85 00
Average monthly pay of freight conductors	85 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	50 00
Average monthly pay of mechanics in shops	25 cts. per hour.
Average monthly pay of laborers	45 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ...	Dec. 6, 1882...	Jan. 1, 1893...	U.S.Gold.	U.S.Gold.	6	Jan. and July 1.
Authorized Amount.	Total Issued, December 31, 1885.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1885.		
		During Year 1885.	Overdue. 1885.			
\$750,000 00	\$149,000 00	\$8,460 00	\$1,080 00	\$149,000 00		
-----	-----	*91 40	†4,470 00	-----		
		\$8,368 60				

* Less accrued interest received on bonds sold. † Due January 1, 1886.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1885.										
Reduced to Single Track.										
State, separately, lengths within and without State. Reduce to single track by adding lengths of double track.				Single.		Track.		Sidings.	Track and Sidings.	
				Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State				12.94	30.86	8.74	30.86		(b)	(c)
Total on whole road December 31, 1885				12.94	30.86			4.20	12.94	30.86
Total constructed during year					3.90					43.80
December 31, 1885.										
Within the State.										
The length of rail is double the length of single track, columns (b) and (c) above.										
Length of iron rail				25.88					Average Weight per Mile (Tons).	Total Weight (Tons).
Length of steel rail				61.72					27.50	711
Total length of steel rail laid during the year				3.90					27.50	1,698

TABLE E. *Lands or Property, including Right of Way Donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the Amount of Land Granted for Right of Way, for Stations, for Shops, for Storehouses, etc.*

By Whom Donated.	Description of Property.
Individual.....	For 1885. On release of right of way (60 feet in width) in San Joaquin County.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Edward F. Stone, Secretary of the San Joaquin and Sierra Nevada Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

EDWARD F. STONE, Secretary.

Subscribed and sworn to before me, this thirtieth day of June, 1886.

GEO. T. KNOX, Notary Public.

SONOMA VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Peter Donahue, President.....	San Francisco.
J. M. Donahue, Vice-President.....	San Francisco.
R. H. Lloyd, Treasurer.....	San Francisco.
A. Hughes, Director.....	San Francisco.
T. Donahue, Director.....	San Francisco.
T. W. Johnston, Director.....	San Francisco.
P. J. McGlynn, Director.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 430 Montgomery Street..... San Francisco, Cal.

The Sonoma Valley Railroad Company was incorporated July 24, 1878, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Name of Railroad Companies.	Date of Incorporation.
Sonoma Valley Railroad Company.....	July 24, 1878.
Sonoma and Santa Rosa Railroad Company.....	Feb. 20, 1881.

CAPITAL STOCK.

2. Capital stock authorized by votes of company.....	\$400,000 00
3. Capital stock issued [number of shares, —]; amount paid in.....	200,000 00
8. Par value of shares issued.....	100 00
10. Number of stockholders in California.....	7
11. Amount of stock held in California.....	200,000 00

DEBT.

14. Unfunded debt:		
All other debts, current credit balances, etc.....		\$99,870 94
16. Total gross debt liabilities		\$99,870 94
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Materials and supplies on hand	\$7,227 61	
Other securities and debt balances.....	8,608 42	
		15,836 03
18. Total net debt liabilities		\$84,034 91

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1885.
1. Grading and masonry	\$233,318 66
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
6. Engine houses, car sheds, and turntables	5,550 84
7. Machine shops, including machinery and tools	1,236 21
11. Total cost of construction	\$240,105 71

Equipment.

	Number.	To December 31, 1885. Cost.
12. Locomotives	3	\$15,500 00
13. Snow plows on wheels		
14. Parlor cars		
15. Sleeping cars		
16. Passenger cars		27,999 00
Mail cars		
Baggage cars		
17. Freight cars		
18. Total for equipment		\$43,499 00

25. Other property purchased:	
Furniture	\$430 00
26. Total for property purchased, etc.	284,034 71
29. Amount of supplies and materials on hand	7,227 81
30. Cash and cash assets	8,608 42
31. Total property and assets of the company	\$299,870 94

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

7. Machine shops, tools, and scales	\$94 40
13. Passenger, mail, and baggage cars	1,216 10
	\$1,310 50

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$31,988 60
4. Derived from other sources belonging to passenger department.....	3 95
5. Derived from express and extra baggage.....	677 85
6. Derived from mails.....	950 23
7. Total earnings from passenger department.....	\$33,620 63
8. Derived from local freight on roads operated by this company.....	32,506 65
13. Derived from rents for use of road and equipment when leased: Cottage.....	37 50
14. Total transportation earnings.....	\$66,164 78

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$1,301 25
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer expenses.....	19,200 00
Office expenses.....	3,261 25
Stationery and printing.....	415 97
Advertising account.....	1,213 25
Repairs of wharf.....	21 35
Miscellaneous expenses.....	99 25
Legal expenses.....	63 00
Superintendent's expenses.....	742 95
5. Total.....	\$26,318 27

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$8,296 49
5. Repairs of bridges.....	207 40
6. Repairs of buildings and fixtures (stations and turntables).....	84 23
7. Repairs of and addition to machine shops and machinery.....	6 90
10. Repairs of locomotives.....	3,141 43
14. Fuel for engines and cars: Number of cords of wood.....; cost.....	2,828 75
Number of tons of coal.....; cost.....	
15. Water and water stations.....	421 10
19. Total.....	\$14,986 30

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$869 00
4. Salaries, wages, and incidentals of passenger trains.....	1,509 45
5. Salaries, wages, and incidentals of passenger stations.....	2,744 70
8. Total.....	\$5,123 15

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight.....	\$250 20
8. Total.....	\$250 25
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$46,677 97
11. Percentage of expenses to total transportation earnings.....	70.4%

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$19,486 81
7. Balance for the year, or surplus.....	\$19,486 81
8. Surplus at commencement of the year.....	472 81
	19,959 62

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road.....	\$233,318 66
Cost of equipment.....	50,716 05
Supplies and materials on hand.....	7,227 81
Cash, cash assets, and other items.....	8,608 42
Total.....	\$299,870 94

Credits.

Capital stock paid in.....	\$200,000 00
Other debts:	
San Francisco and North Pacific Railroad Company, payrolls, etc.	99,870 94
Total.....	\$299,870 94

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

Net receipts.....	\$19,486 81
-------------------	-------------

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sonoma Landing to Sonoma City (15 miles).....	August 23, 1880.
From Sonoma City to Glen Ellen (6½ miles).....	August 15, 1882.
2. Length of main line of road from Sonoma to Glen Ellen.....	21.43 miles.
10. Total length of road belonging to this company.....	21.43 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1.29 miles.
13. Aggregate length of track belonging to this company computed as single track.....	22.72 miles.
16. Number of spans of bridges of twenty-five feet and upwards in California.....	1
18. Number of wooden bridges (aggregate length, 90 feet) in California.....	
19. Number of crossings of highways at high grade, in California.....	10
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	10
34. Total miles of road operated by this company.....	21.43 miles
36. Number of stations on all roads operated by this company.....	12

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	3	
Average weight of engines in working order.....		32,066
2. Tenders.....	3	13,300
Average weight of tenders full of fuel and water.....		23,000
Maximum weight of tenders full of fuel and water..... [24,000]		
Average joint weight of engines and tenders.....		47,333
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [38 feet]		
4. Total length of heaviest engine and tender over all..... [45 feet]		
6. Passenger cars.....	6	
Average weight.....		19,500
Maximum weight..... [20,000]		
8. Eight-wheel box freight cars.....	2	12,200
10. Eight-wheel platform cars.....	24	8,300

15. Number of locomotives equipped with train brakes.....	2
Kind of brake: Air.....	
16. Number of cars equipped with train brakes.....	6
Kind of brake: Air.....	
17. Number of passenger cars with Miller platform and buffer.....	6

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	20,000
2. Rate of speed of express passenger trains, including stops.....	17½ miles.
4. Miles run by freight trains.....	14,000
5. Rate of speed of express freight trains, including stops.....	9½ miles.
8. Total train miles run.....	34,000
26. Average number of cars in passenger trains (including baggage cars).....	3

27. Average number of cars in freight trains—basis of eight-wheel	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	105,833
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	121,533
30. Number of persons regularly employed by company, including officers	31
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men, as foremen	60 00
Average monthly pay of laborers	47 50

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1885.		
			Single.	Length of Roadway—Single and Double Track.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.
Main line within State	Sonoma Landing.	Glen Ellen.	21.43	21.43	21.43

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1885.			
			Reduced to Single Track.			
			Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Sonoma Landing.	Glen Ellen.	.....	1.29	(b) 22.72	22.72

The length of rail is double the length of single track, column (b) above.	December 31, 1885.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	45.44	70,400	1,428,318 114	.....	.....	.....

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

I, J. M. Donahue, President of the Sonoma Valley Railroad Company, and T. W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as

they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

JAMES M. DONAHUE.
THOMAS W. JOHNSTON.

Subscribed and sworn to before me, this twentieth day of September, 1886.

J. F. KINGWELL,
Notary Public in and for the City and County of San Francisco, State of California.

SOUTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

James G. Fair President	Virginia City, Nevada.
A. E. Davis, Vice-President	San Francisco, California.
Chas. S. Neal, Secretary	Alameda, California.
L. B. Benchler	San Francisco, California.
J. L. Flood	San Francisco, California.
S. V. Mooney	San Francisco, California.
Seth Cook	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Office, No. 230 Montgomery Street San Francisco.

The South Pacific Coast Railroad Company was incorporated March 29, 1876, and not formed by consolidation of any other companies.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by votes of company	1,000,000 00
3. Capital stock issued [number of shares, 10,000]; amount paid in	1,000,000 00
6. Amount of capital stock issued, but not full paid	None.
7. Amount per share still due thereon	None.
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	6

DEBT.

15. Total amount of unfunded debt	\$2,715,870 96
16. Total gross debt liabilities	
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$86,611 49
Materials and supplies on hand	217,166 40
Other securities and debt balances	273,732 66
	577,510 55
18. Total net debt liabilities	\$2,138,360 41

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$431,867 98
2. Bridging	102,780 72
3. Superstructure, including rails	388,672 98
4. Land:	
Land damages	149,078 13
Fences	
5. Passenger and freight stations	54,185 14
6. Engine houses, car sheds, and turntables	12,300 44
7. Machine shops, including machinery and tools	44,965 64
9. Engineering	51,505 27
Agencies, salaries, and other expenses during construction	207,883 92
Tunnels	418,566 77
11. Total cost of construction	\$1,861,796 99

Equipment.

	Number.	To December 31, 1885.
		Cost.
12. Locomotives	18	\$152,324 75
14. Parlor cars	2	12,920 02
16. Passenger cars	63	204,691 43
Baggage cars	5	9,500 00
17. Freight cars	408	181,788 43
Other cars and trucks	81	8,441 69
Three steamers (ferryboats)		463,699 56
18. Total for equipment		\$1,033,365 88

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$2,895,162 87
29. Amount of supplies and materials on hand	217,166 40
30. Cash and cash assets	360,344 15
31. Total property and assets of the company	\$3,472,673 42

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$15,419 25
4. Land:	
Land damages	} 13 85
Fences	
5. Passenger and freight stations	2,909 75
6. Engine houses, car sheds, and turntables	38 01
7. Machine shops	1,949 77
8. Engineering, agencies, salaries, and other expenses during construction	8,048 98
9. Locomotives	[2] 15,627 30
13. Passenger, mail, and baggage cars, betterment	656 58
14. Freight and other cars	[30] 15,560 00
18. Total	\$60,223 49
19. Property sold and credited to property account during the year:	
Old rails, ties, and materials	5,800 04
20. Net addition to property account for the year	\$54,423 45

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$372,059 84
5. Derived from express and extra baggage	4,470 40
6. Derived from mails	5,786 74
7. Total earnings from passenger department	\$382,316 98
8. Derived from local freight on roads operated by this company	361,105 51
14. Total transportation earnings	\$743,422 49
17. Income derived from rent of property, other than road and equipment (specifying same)	6,166 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Flumage	2,668 40
Wharfage	4,475 21
Telegraph	4,579 03
Miscellaneous receipts	4,172 96
19. Total income derived from all sources	\$765,484 09

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$15,376 47
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	18,182 49
Advertising.....	7,040 60
Stationery and printing.....	5,053 27
Rents.....	19,525 00
Legal services.....	11,300 68
Repairs of machinery and tools.....	2,251 14
Flume, wages, and repairs.....	6,708 62
4. Telegraph expenses.....	2,999 03
5. Total.....	<u>\$88,437 30</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$37,498 24
5. Repairs of bridges.....	10,362 08
6. Repairs of buildings and fixtures (stations and turntables).....	3,524 60
8. Repairs of fences, road crossings, and signs.....	1,080 38
10. Repairs of locomotives.....	14,944 68
12. Repairs of tunnels.....	4,421 10
Repairs of steamers.....	12,022 03
Repairs of wharves and slips.....	2,370 79
18. Switchmen, watchmen, flag and signalmen.....	3,926 09
19. Total.....	<u>\$90,149 99</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars, and freight cars.....	\$22,779 61
3. Damages and gratuities, passengers, freight, and property.....	2,655 44
4. Salaries, wages, and incidentals of passenger trains and freight trains.....	136,910 43
Salaries, wages, and incidentals of ferries.....	116,088 28
5. Salaries, wages, and incidentals of passenger stations.....	55,794 28
8. Total.....	<u>\$334,228 04</u>

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	<u>\$512,815 33</u>
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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1885.

Debits.

Cost of road.....	\$1,861,796 99
Cost of equipment.....	1,033,365 88
Supplies and materials on hand.....	217,166 40
Cash, cash assets, and other items.....	360,344 15
Total.....	<u>\$3,472,673 42</u>

Credits.

Capital stock.....	\$1,000,000 00
Other debts:	
Due Treasurer.....	1,657,281 63
Sundry balances.....	58,589 33
Profit and loss (profit).....	756,802 46
Total.....	<u>\$3,472,673 42</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1885.

	Debits.	Credits.
Balance, January 1, 1885		\$504,133 70
Revenue		765,484 09
Expenses	\$512,815 33	
Balance, December 31, 1885	756,802 46	
Totals	\$1,269,617 79	\$1,269,617 79

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Dumbarton Point to Los Gatos	June 1, 1878.
From Los Gatos to Alma	August 1, 1878.
From Alma to Wrights	May 1, 1879.
From Wrights to Junction at Felton	May 15, 1880.
2. Length of main line of road	45.30
11. Aggregate length of siding and other tracks not enumerated above	17.70
13. Aggregate length of track belonging to this company computed as single track	63
16. Number of spans of bridges of twenty-five feet and upwards in California	11
18. Number of wooden bridges (aggregate length, 784 feet) in California	11
19. Number of crossings of highways at grade, in California	36
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen in California	38
27. Number of railroad crossings at grade	1
At Santa Clara, crossing the Southern Pacific Railroad.	
28. Number of railroad crossings over the roads	None.
29. Number of railroad crossings under other railroads	None.

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).	Amount of Rental.
	From—	To—		
Santa Cruz and Felton Railroad	Junction at Felton	Santa Cruz	5.90	No terms agreed upon yet.
Bay and Coast Railroad	Newark	Center of bridge in San Antonio Creek	25.20	
Oakland Township R. R. ...	Center of bridge in San Antonio Creek	Fourteenth Street, in City of Oakland .....	.90
San Francisco and Colorado River Railroad	Alameda Junction	Channel water in Bay of San Francisco	3.00	
Felton and Pescadero Railroad	New Felton	Boulder Creek	7.30	
Total			42.30	

31. Total lengths of above roads	42.30
34. Total miles of road operated by this company	105.30
37. Number of stations on all roads owned by this company	18
39. Miles of telegraph on line of road operated by this company	160
42. Number of telegraph stations operated by this company	26

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	18	44,488
Maximum weight of engines in working order [62,500]		
2. Tenders	18	16,000
Average weight of tenders full of fuel and water		31,000
Maximum weight of tenders full of fuel and water [38,000]		
Average joint weight of engines and tenders. { Loaded		77,988
Empty		60,488
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [38 feet]		
4. Total length of heaviest engine and tender over all [44 feet]		
6. Passenger cars	65	18,000
Maximum weight [25,000]		
7. Mail and baggage cars	5	12,000
8. Eight-wheel box freight cars	108	11,600
10. Eight-wheel platform cars	300	8,160
12. Other cars and trucks	81	500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	408
15. Number of locomotives equipped with train brakes	18
16. Number of cars equipped with train brakes	478
Kind of brake: 70 air, 408 hand brakes.	
17. Number of passenger cars with Miller platform and buffer	70

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	465,645
2. Rate of speed of express passenger trains, including stops	} 22½
3. Rate of speed of accommodation trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	8½
7. Miles run by other trains, and for what purpose (mixed)	16,620
Switching	76,005
Work	11,125
	103,750
8. Total train miles run	656,155
9. Total number of passengers carried	1,726,825
Number of through passengers going east (or north)	12,484
Number of through passengers going west (or south)	9,479
Number of local passengers going east (or north)	871,634
Number of local passengers going west (or south)	833,228
10. Total passenger mileage, or passengers carried one mile	20,322,807
11. Passenger mileage to and from other roads	None.
Average number of miles traveled by each local passenger	10.9
Average number of miles traveled by each through passenger	80
Average number of miles traveled by each passenger, through and local	11.8
12. Number of tons freight carried (not including gravel)	218,075
Number of tons freight from other States, carried	None.
Number of tons freight in this State, carried	All.
Number of tons freight produced in this State, carried	All.
13. Total freight mileage, or tons carried one mile	7,932,436
14. Freight mileage to and from other roads	None.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.2½ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.3½ cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket .....	.07½ cents.
20. Average rate of fare per mile for all passengers	1.3½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	4.47 cents.
25. Average rate of freight per ton per mile, products of this State	4.7½ cents.
26. Average number of cars in passenger trains (including baggage cars)	5
27. Average number of cars in freight trains—basis of eight-wheel	20
30. Number of persons regularly employed by company, including officers	460

Average monthly pay of employ�es, other than officers.....	\$80 00
Average monthly pay of engine drivers	\$4 per day.
Average monthly pay of passenger conductors.....	\$100 00
Average monthly pay of freight conductors.....	85 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men.....	\$1 70 per day.
Average monthly pay of mechanics in shops.....	3 25 per day.
Average monthly pay of laborers	1 70 per day.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	375,053
2. Passengers to San Francisco (including season)	781,895
3. Passengers from San Francisco (including season).....	734,769
4. Season ticket passengers to and from San Francisco (one round trip daily)	364,707

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

March 9, 1885, M. H. Cotton, both feet crushed and amputated; drunk, lying across track.

March 15, 1885, Thomas Brestenham, fatally injured; was under train when started.

March 18, 1885, Samuel Higgins, head cut and bruised; fell off freight train in motion.

April 18, 1885, J. R. Shields, slightly injured; attempted to drive across track ahead of moving train.

May 5, 1885, Charles Tappy, slightly injured; crossing track ahead of moving train.

May 23, 1885, G. W. Wade, slightly injured; fell off platform at Morton Street curve.

July 3, 1885, E. Wright, brakeman, three ribs broken and shoulder dislocated; car jumped track, account of his careless coupling.

July 3, 1885, A. W. Polymath, bruised; fell off platform.

July 6, 1885, James Kruny, face cut and bruised; jumped off moving train.

August 16, 1885, Peter A. Gillan, bruised; jumped off moving train.

August 28, 1885, Rankin, internal injuries; Central Pacific sprinkling train ran into our Oakland local train.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Alfred E. Davis, Vice-President of the South Pacific Coast Railroad Company, and Chas. S. Neal, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge; and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1885.

(Signed:)

(Signed:)

ALFRED E. DAVIS.

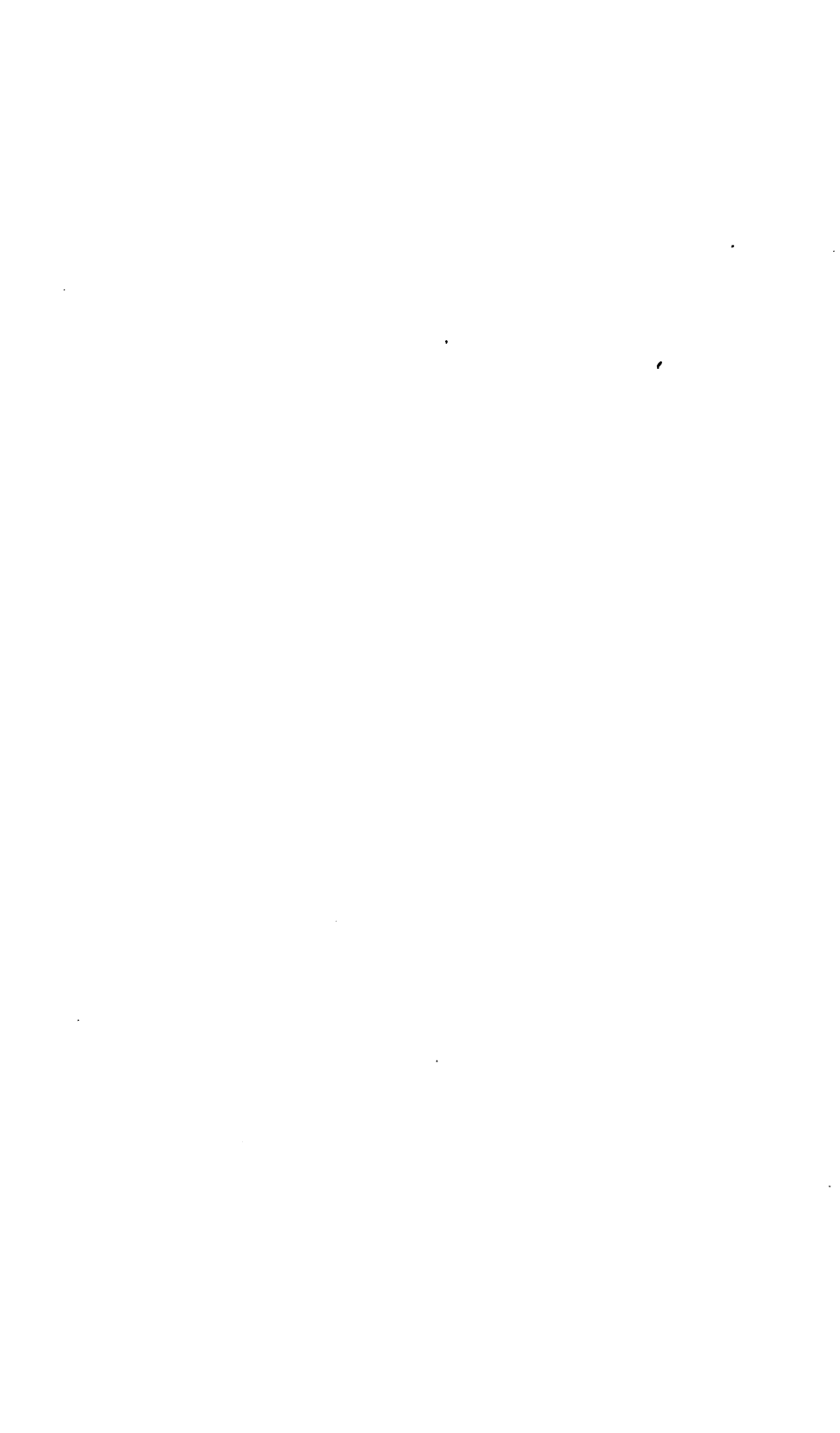
CHARLES S. NEAL.

Subscribed and sworn to before me this third day of June, 1886.

(Signed:)

JAMES L. KING, Notary Public.





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